

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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August 15, 1914 Temperature 6 a.m. 78° 2 p.m. 84° Humidity 91° 83°

August 14, 1914. Temperature 6 a.m. 80° 2 p.m. 90° Humidity 90° 61°

FRIDAY, AUGUST 14, 1914.

五十四月八年亥癸

SINGLE COPY 10 CENTS 638 PER ANNUM

2874

號拾二月六年寅甲

## THE WAR.

### BELGIANS HOLDING THEIR OWN.

### GERMAN CRUISERS CHASED IN THE ATLANTIC.

[Reuter's Service To "The Telegraph."]

Aug. 13, 4.55 a.m.

A Belgian announcement says that, after retreating on August 11, the Germans resumed their advance yesterday.

The Belgians fought their first engagement in the open north-west of Hasselt, successfully holding their own. Ten thousand men participated in the fight.

The Germans are constructing siege batteries north of Liege. Hasselt is the chief town in Belgian Limburg, 18 miles N.W. of Maastricht.

Montenegrins Bombard Cattaro.

London, Aug. 13, 4.55 a.m.

The Montenegrins are bombarding Cattaro. [Cattaro is a strongly fortified Austrian port on the coast of Dalmatia, of 5,500 inhabitants.]

French Losses in Alsace Denied.

Aug. 13, 2.40 a.m.

Reuter states that the reports of enormous (French) losses in Alsace are denied in Paris, where it is officially stated that the French hold Upper Alsace with considerable forces. It is officially declared that Alsace is now cleared of the enemy.

German Cruisers Hunted in the Atlantic.

Aug. 13, 2.40 a.m.

British, in addition to French, cruisers are in the Atlantic hunting five German cruisers.

Trade Routes: British Admiralty's Confidence.

Aug. 13, 2.40 a.m.

The British Admiralty is confident of its ability to keep the world's trade routes open.

Liege Bombardment Resumed.

Aug. 13, 2.40 a.m.

It is stated in Brussels that the Germans have resumed the bombardment of the Liege forts, which are replying vigorously. German attempts to cross the river Meuse have been considerably hampered by the fire of the forts.

Germans Repulsed by Russians.

Aug. 13, 2.40 a.m.

The Russians have repulsed a German attempt to recapture Eydkuhnen. [Eydkuhnen is a railway town on the East Prussian border and a big centre for the transportation of Russian goods.]

Deadlock on Money Market Relieved.

Aug. 13, 2.40 a.m.

Mr. Lloyd George has completed arrangements with the Bank of England for terminating the deadlock on the money market. The Government agrees to guarantee the Bank any losses it may have sustained through discounting Bills of Exchange accepted prior to August 4.

Reuter's Announcement of War with Austria.

Aug. 12, 11.35 p.m.

It is officially announced that a state of war exists between Great Britain and Austria from midnight.

## FLYING.

### Third Dimension in Naval Warfare.

Sea warfare, ever since its inception, has been conducted on a basis of two dimensions. The antagonists opposed each other on a common surface embracing the two dimensions of length and breadth in relation to their movements. Neither side could obtain any advantage by occupying a position of higher altitude in warfare. Land warfare, as regards sea, was compelled to fight on the same level. The importance of the surface in the case of adoption of the centre-line diversions cannot be denied. The position of guns in battleships, but the arrangements of land and sea are peculiar to each series of broadside fighting. This, in hostile operations. In the present conjunction with modern systems of warfare, the fighting maintenance of a constant length

ships, acting against each other on a two-dimensional basis, are themselves creations moving in counterpoise between two media—one medium being the sea and the other the air. They depend for this counterpoise on the two opposing forces of gravity and buoyancy. Destroy that counterpoise and the ship descends and on a common surface embracing the two dimensions of length and breadth in relation to their movements. Neither side could obtain any advantage by occupying a position of higher altitude in warfare. Land warfare, as regards sea, was compelled to fight on the same level. The importance of the surface in the case of adoption of the centre-line diversions cannot be denied. The position of guns in battleships, but the arrangements of land and sea are peculiar to each series of broadside fighting. This, in hostile operations. In the present conjunction with modern systems of warfare, the fighting maintenance of a constant length

## DUTCH STEAMER HELD UP.

### STOPPED BY GERMAN CRUISER.

An Apology Follows.

[From Our Own Correspondent.]

Singapore, Aug. 13, 1.20 p.m.

The German cruiser Geier held up the Dutch steamer Houtman in the Straits of Macassar.

Two officers from the cruiser boarded the boat and examined the ship's papers. They then apologised and withdrew. This information is official.

or range between the two fleets moving on parallel or concentric courses.

In all previous maritime warfare, the opponents could only vary their relative positions by either drawing nearer to or going away from one another. The new Third Dimensional agents can vary their positions by going above or below each other in their own media and also going above or below surface-fighting ships. In the past, warfare has always assumed the visible presence in battle of any enemy to be attacked. The submarine has nullified this assumption and its invisibility confers the right of invulnerability upon it. The seaplane is however visible, but its small size, mobility, and rapidity of movement render the determination of its actual position and future progress very difficult for the purpose of attacking it, so that it is, to a certain extent, invulnerable. In the past, surface-fighting ships directed their attack against each other rather in a horizontal manner.

Vertical methods are needed to deal with the new conditions of naval warfare. Howitzer and mortar fire have been used in the past, of course, but principally against land defences. Since the conclusion of the Russo-Japanese War, Russian warships have had the upper portions of the barbettes ports composed of large armoured hinged flaps which, together with special elevating gear, permit of high-angle fire by big guns. But this need not be regarded as a direct result of aerial attack since, in 1903, Messrs. Vickers incorporated these methods in the Russian cruiser Rurik. It is rather the outcome of the high angle bombardment over Liaotshan of the impotent Russian Fleet immured within Port Arthur during low tides.

The points of dissimilarity between aerial and sub-aqueous craft are however more strongly marked. The seaplane is capable of a speed seven or eight times that of a submerged boat. The increase of aerial velocity is used to give the seaplane greater stability; no real advantage is gained by any increase in the sub-surface speed of a submarine. The fastest destroyer cannot keep pace with a seaplane and the submarine below the surface would be outstripped by our oldest warships.

The submarine's radius of vision, even when on the surface, is of a circumscribed nature on account of its low command of visible horizon. When submerged at a small depth, it is obtained second-hand and in an indifferent manner by a periscope. At greater depths, vision is nil. To the seaplane is given the power of commanding a horizon far greater than that of any other type. In addition to this, it possesses an advantage denied to all other surface craft, that of looking at a submarine running below the

surface. Neither the submarine nor the ships attacked by the submarine can see each other continuously. The seaplane can see both, and were the means developed, it might assist either side in delivering or repelling an attack.

The possibilities of conjoint warfare between Third Dimensional craft against surface ships were recently discussed by Mr. Jane in the "London Magazine." Were it possible to establish direct communication between the seaplane and submarine by wireless methods, the latter's defect of vision might be remedied by the guiding information of the aerial craft. Perhaps it has already been accomplished, but such a combination of forces would radically change the whole system of naval warfare. Even at present, one can conceive the possibility of aeroplanes acting as "spotters" and range finders between fleets invisible to one another. The difficulty lies in the disparity of speed between the aero-craft and the submarines. To remain aloft, the flying-boat must maintain a speed about four times that of the submarine—can the naval hare and tortoise run together in harness?

As Mr. Jane has pointed out, the big dirigible can however adjust its speed down to that of the submarine and is therefore more fitted for joint operations with sub-aqueous craft, since it does not depend on a relatively high speed for sustentation in one medium. But the dirigible is a creation designed for one medium alone and no dirigible yet constructed can survive the loss of its lifting power without destruction. It cannot revert to the surface and become a two dimensional vessel like the seaplane. Its mobility is poor and its construction renders it a vast and most vulnerable target.

Neither dirigible, seaplane nor submarine represent a perfect fighting-machine, nor perhaps ever will. Like all warships, they must adjust their elements to certain selected objectives. In the past war craft have always existed as complementary to each other in a hierarchy of sea power. The same may apply to the Third Dimensional types. Even in their present immature state, they have exerted a considerable influence on land and sea warfare—how great the change will be in the future cannot be forecasted. By retrospection across a decade, one will appreciate the total sum of the gradual differences effected by the introduction of a new dimension into maritime hostilities. (The Navy)

In the Village.

"How do you like your new home?" a friend asked a man who had recently moved into the village.

"Pretty well."

"Have you called on your neighbours yet?"

"No," the newcomer admitted. "I haven't. But I'm going to call on them all before I'm any more of my wood is missing."

## AMERICAN NEWS.

### Warning of Flood.

San Francisco, July 8.—The entire Imperial valley in southern California is threatened by flood waters of the Colorado River, according to a statement made to-day by President William Sprague, of the Southern Pacific Company, who has recently returned from the district.

"Conditions are more threatening now, and will be more so if not attended to," he said. "If there is any temporizing with the difficulty, an expenditure of \$1,500,000 will have to be made."

Mr. Sprague declared the Southern Pacific could not afford to spend any more money to control the Colorado River. He urged a united appeal to the Government for relief.

Plague Rat Survey Enlarged. New Orleans, July 8.—Dr. William O. Rucker, assistant surgeon-general of the Public Health Service, to-day opened headquarters here preparatory to conducting an active campaign for the eradication of bubonic plague.

An effort was being made to-day to trace the movements prior to July 2 of John Jackson, the nine-year-old negro boy who died from plague on that day.

Al high bacteriologists said that Jackson's death was due to plague, health authorities declared to-day that the situation was not alarming, and that they soon expected to thoroughly stamp out the contagion. The rat survey will be enlarged so as to include all territory within the corporate limits.

East Liverpool, O., July 8.—Dr. W. E. Obetz, of the Ohio Board of Health, put in force to-day plans for a State-wide destruction of rats, because of the bubonic-plague situation at New Orleans. By his direction Mayor Jacob Schreiber set aside Friday and Saturday next as rat extermination days. Dr. Obetz also suggested that the authorities take steps to prevent down-river boats from tying up at the wharf, and that all merchandise received by water be inspected.

Mobile, Ala., July 8.—Dr. W. H. Rowman, chief sanitary inspector of Mississippi, passed through here to-day on his way to coast towns where he will conduct a campaign against rats.

Spanish War Veterans Meet. Bohemian, N., July 8.—About 2,000 delegates and visitors are here to attend the eleventh annual encampment of the Department of New York Spanish War Veterans and the Women's Auxiliary. The opening session was held to-day at the State army. Mayor Schoenwald delivered an address of welcome. The encampment will close on Wednesday.

Exempted by President's Order. Washington, July 6.—By executive order, President Wilson to-day exempted from civil service examinations the fourteen commercial attaches authorized by the new Legislative, Executive, and Judicial Appropriation bill. They are to be attached to embassies and legations in South America and Europe for investigation and acceleration of American trade abroad. Congress after a long fight put them under the civil service rules against the recommendations of the Administration.

\$100,000,000 For Libraries. St. Paul, July 8.—Andrew Carnegie may contribute \$100,000,000 to build libraries in country districts according to an intimation of Mr. Philander P. Claxton, United States Commissioner of Education, today at the convention of the National Education Association. Mr. Claxton said that he had talked the matter over with Mr. Carnegie, and although he has not the authority to say Mr. Carnegie will donate the sum desired, the matter was well received by him.

## MANCHESTER GOODS.

Messrs. James F. Hutton and Co., Ltd., report (July 17) as follows:—Liverpool Cotton: Mid-American Spot, 16th inst., 7.39d., last week 7.36d. Ditto current month, 16th inst., 7.14d., last week 7.08d. F.G.P. Egyptian, spot, 16th inst., 9.10d., last week 9.10d. New York Cotton: Spot, 15th inst., 6.13 25, last week 6.13.25. Cotton figures from Aug. 31 last to 10th inst.:—Liverpool Stock (all kinds of cotton): 914,900 bales this year, 895,570 bales last year; visible supply (all kinds of cotton): 3,344,000 bales this year; 2,851,000 bales last year. The prices for Mid-American Current Month during the week have been:—July 10, 7.06d.; 11th, 7.12d.; 13th, 7.22d.; 14th, 7.18d.; 15th, 7.20d.; and 16th, at noon, 7.14d. Spot Mid-American being quoted:—July 10, 7.33d.; 11th, 7.30d.; 12th, 7.47d.; 14th, 7.50d.; 15th, 7.44d.; and 16th, 7.29d. In no direction is there much change to report from the past few weeks. In the piece goods section of the market, business is about as dull and unsatisfactory as it could be. The better outlook in China does not materialise, and not much business is doing. Only low prices are being obtained for stocks at the ports, and, further, the rate of exchange now ruling is handicapping matters as well. There are inquiries from China, but not much is actually brought to book. It is satisfactory to note that the auctions in Shanghai have been resumed this week.

"Mr. Carnegie was extremely interested in the proposal," said Mr. Claxton, "and asked just how large a sum would be necessary to carry out the project."

The library question came up at a meeting of state Superintendents, at which Mr. Claxton presided. The Commissioner advocated the system of central county libraries with several branches from each. He is confident such a gift from Mr. Carnegie would enable the carrying out of the plan.

Difficulties of Democratic Leaders in Effort for Action on Trust Bills. Washington, July 6.—When the Senate resumed consideration of anti-trust legislation to-day, Democratic leaders prepared to make a determined effort to maintain a quorum to do business. The Trade Commission bill is the unfinished business before the Senate. Considerable difficulty has been experienced by Senator Lewis, the Democratic "whip," in keeping a quorum in the chamber, despite the fact that the action of the Democratic conference last week bound the majority of Senators to stay in Washington until the Administration's anti-trust programme is disposed of. Repeated roll-calls have been necessary. Warm weather and approaching primaries are believed to be responsible for the small attendance.

In order to expedite action on Trust and other pending legislation, the leader of the majority, Senator Kern, is expected to ask that night sessions be held during the week. Belief is entertained that this would result in reaching a vote on the Trade Commission bill before the close of the week.

Unsuccessful efforts already have been made to fix a time for a vote. If no unexpected hitch occurs, some of the leaders cling to the hope that the adjournment may be taken before September 1.

Indications to-day are that the adjournment may be delayed by Republican opposition to the River and Harbour bill led by Senators Birch, Burton, and Kenyon. They promise to make a determined effort to prevent its passage. The object of the bill because it carries about \$10,000,000 more than the House bill, and declares that it also authorizes the expenditure in future years of more than \$40,000,000 in addition.

## TELEGRAMS.

### NEWS FOR BUSY MEN.

#### CONDENSED.

Montenegrin forces are bombarding Cattaro.

The Germans are constructing siege batteries to the north of Liege.

Reports of enormous French losses in Alsace are denied in Paris.

It is declared by the French that Alsace is now cleared of the enemy.

British and French cruisers are reported to be in the Atlantic hunting five German cruisers.

The Admiralty is confident of its ability to keep the trade routes open.

The Germans have resumed the bombardment of the Liege forts, which vigorously replied.

The Russians have repulsed the Germans in the latter's attempt to recapture Eydkuhnen.

It is officially announced that a state of war exists between Britain and Austria from midnight of the 12th inst.

The Belgians have fought their first engagement in the open with the Germans at Hasselt, and have held their own.

The British Government agrees to guarantee the Bank of England for any losses in discounting bills of exchange accepted prior to the 4th inst.

## NEWS.

Commercial news appears on page 9 to-day.

The collision case was resumed in the Supreme Court to-day.

"Our Contemporaries" appears on page 2 and log book on page 6.

General news and an article on the British Fleet will be found on page 3.

An interesting article on flying in relation to naval warfare appears to-day.

A translation of an article by Lieut.-Col. Rousset, the great French military authority, on the possibilities of a general European conflict, appears on page 4.

## DON'T FORGET.

### TO-DAY.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

### TO-MORROW.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

Monday, August 17.

Messrs. Mackintosh's Summer Sale.

Saturday, August 22.

H.K. and Shanghai Banking Corporation, Shareholders' Meeting, City Hall, noon.



## NOTICES

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Hongkong, June 11th, 1913.

## LESSONS IN CHINESE.

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Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

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Hongkong, 18th July, 1913.

## NOTICES

OUR  
CONTEMPORARIES.

South China Morning Post.

If in the present war Great Britain has utilised a very valuable lesson taught by Japan in the censorship of news, it might also take another lesson from China this time, in the suppression of rumour mongers. During the revolution in China the authorities spared no effort in ferreting out and severely punishing those whom they deemed guilty of "disturbing the minds of the people." During the past week Hongkong has been a happy hunting ground for the scoundrel. The absence of news of the doings of the British land and sea forces has made the business of rumour manufacture and circulation comparatively easy and there is reason to believe that, in consequence of "stories" that have been assiduously spread and that have grown in the telling, many of the Chinese have left the colony in the belief that the place is not safe. How or where the rumours originate is not known but steps might be taken to find out and an example made of the first individual caught in the act of repeating as "gospel truth" any unfounded story which is calculated to create alarm in the public mind.

Daily Press.

The War.

The announcement made on the authority of the Official Press Bureau in London that with the German cruisers Goeben and Breslau interned in the Dardanelles, the safety of trade is almost entirely assured is eminently satisfactory reading. Later news, however, shows the position with regard to these cruisers to be not quite so satisfactory as the original message represented; for while it is confirmed that the Goeben and the Breslau have entered the Dardanelles they are ignoring the neutrality of Turkey as well as the rule of War that a warship of the belligerent Powers seeking refuge in a neutral port shall dismantle her guns and remain interned till the end of the War. The Dardanelles are supposed to be strongly fortified by Turkey, whose duty it is to insist on the observance of the rules of War by these German cruisers, and her failure to do so must be regarded as amounting to an act of hostility towards Great Britain, France and Russia. We may therefore soon expect to learn that Russia has sent a squadron of her Black Sea fleet into the Dardanelles to meet these two German ships. With the great German fleet bottled up in the Baltic Sea and the German China Squadron apparently confined by the British Squadron to the harbour of Tsingtau, British and French mercantile shipping is as safe as that of any of the neutral Powers.

China Mail.

Submarine V. Battleships. Professor Sir John H. Hills, LL.D., D.Sc., in *Engineering*, says that it is generally assumed that if the submarine could get within striking distance, the battleship must be destroyed. The advent of the spar torpedo and that of the almost invisible small torpedo-boat was heralded in the same terms. Some have lived to learn the limitations of these cheap methods of destruction, and before too rapidly breaking up our battleships and building no more of them, it may be well to consider what, if any, defence can be given to these poor helpless ships. We are told that the Navy exists to keep the command of the sea, and that command of the sea is necessary for its freedom. To keep the command of the sea is, some say, necessary to discover and destroy the enemy's forces. Battleships, cruisers, destroyers, submarines, must all be caught and destroyed, or captured, and, equally, all must be capable of resisting destruction or capture. In the two dimensions represented by the surface of the sea, with equal powers of vision, getting within destroying distance is a question of speed and destruction is a matter of superiority of attack over the defence.

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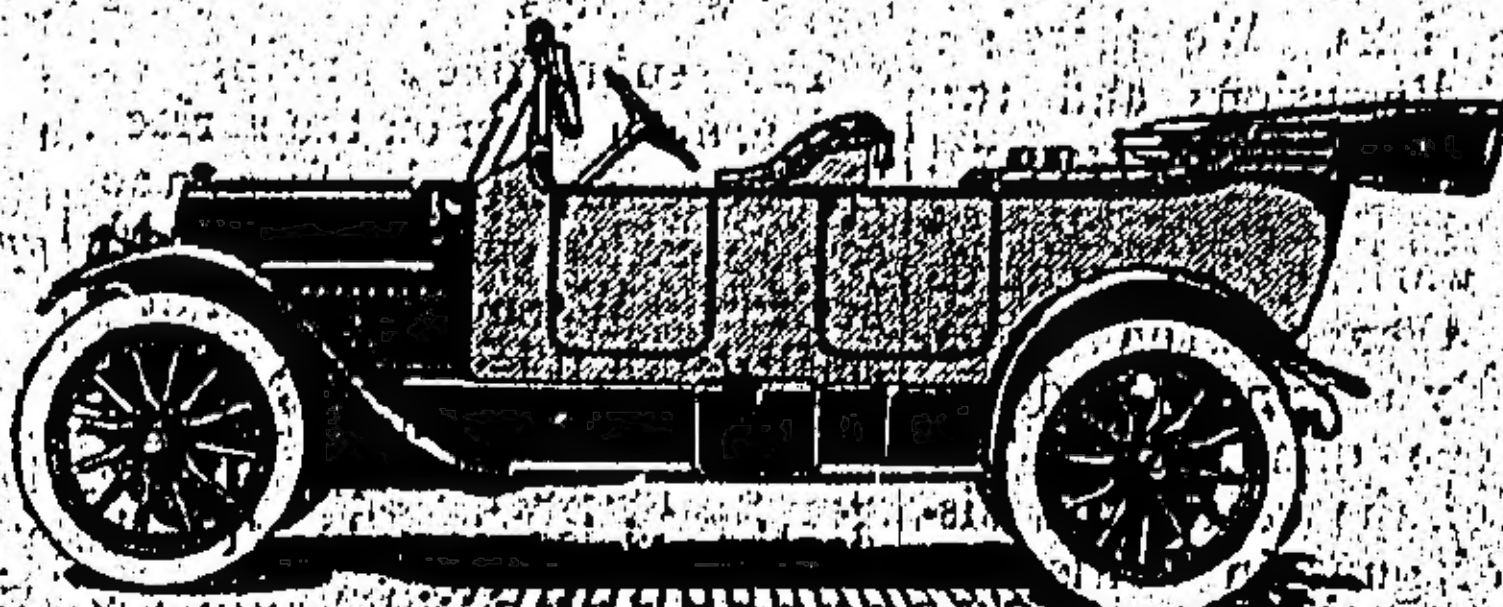
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and print the news without fear or favour.

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## The Hongkong Telegraph.

HONGKONG, FRIDAY, AUGUST 14, 1914.

## AUSTRIA AND GREAT BRITAIN.

A few weeks ago, the statement that war had broken out between  
Austria and the British Empire would have staggered Europe.  
To-day one receives it, if not with apathy, at least without any wild  
excitement or inordinate surprise, for the already-opened hostilities  
with Germany have swamped everything else. Though a formal  
declaration has been delayed till now, a state of war with Austria  
was virtually so far implied as to render further formalities needless;  
even though the feeling between the two countries was rather one  
of suspicion than of enmity.

When the next generation comes to read the history of this  
section of the year 1914 it may not unreasonably ask why England  
ever went to war with Austria at all. Certainly the Britisher and  
the Austrian have no specific quarrel; for that matter, relations have  
always been of the friendliest between the two, and the great majority  
of men in both countries will assuredly deplore the fact that  
treaty obligations have drawn the aged Emperor into what must  
necessarily be a distasteful to him. It is of little profit, at this late  
date, to say that Austria, like Germany, has brought trouble upon  
herself. Of course no one will deny, for a second, that the Austrians  
had full right to demand satisfaction for the dastardly murder of  
their Archduke and Archduchess; or that they were justified in pro-  
testing very decidedly against Serbia's practice of deliberately  
fostering the spirit of hatred and rebellion among the people. But  
against that, anti-Austrians may well urge that the Note of July  
23-24, was needlessly strident and only calculated to make bad  
worse.

As to the practical effects of the new declaration, these are  
scarcely likely to be of a very alarming nature, seeing how extremely  
improbable it is that Italy will join hands with Austria. Assuming  
that she does not, one is justified in thinking of Austria as only a  
land power, and a land power that can hardly affect Britain, seeing  
that all her time and energy may be required to keep off attacks by  
Serbia in the South, and Russia in the North and East. To judge  
by the wires from home, and the very significant list of successes—  
even if minor ones—of the French and Belgians, the war should be  
as nearly as possible at an end before Austria and Great Britain can  
do much in the direction of coming to blows. Meanwhile one can  
only regret that a shrewd and long-headed people like the Austrians  
should have allowed themselves to be "bluffed" by Germany into  
a needless escalation of hostilities.

## BRITAIN CONFIDENT.

Those wet blankets who persist  
—in the absence of definite news  
—in looking on the dark side of  
things at home, may surely com-  
fort their souls with the telegram  
received last night which states  
that the Admiralty is confident of  
its ability to keep the trade routes  
open. England has been top-dog  
for so many centuries that one  
is not surprised when non-British-  
ers affect to take a gloomy view  
of her chances against the Ger-  
man fleet; and one can afford to  
laugh at the expressions of doubt  
or of cheap pity that one hears,  
and to value these at their just  
worth. But this is not a time for  
Britishers to be pessimistic and  
to assume that no news is bad  
news. The mere putting of two  
and two together should suffice.  
When the Admiralty can express  
such confidence as that alluded to  
above, when Britain can, without  
difficulty, land a not inconsider-  
able number of troops on the  
French and Flemish coasts, when  
the Channel and Straits boats are  
obviously still running, and when  
the North Sea fishing fleet is  
told that it may go about its  
business as usual, there can hard-  
ly be any serious cause for doubt-  
ing that all is right with our  
fleet at home.

## Some Eager Volunteers.

We heard a pretty story the  
other day, and one for which we  
believe there is a good backing of  
truth. It is said that, soon after  
the Volunteers were called out for  
duty, the youngsters who form  
the Cadet Corps wanted to know  
why they too could not turn to  
and be of some use. "You are  
too small," they were told. "You  
couldn't carry a rifle." The  
young hopefuls went away sor-  
rowing, but soon a brilliant idea  
struck them. Why not go to the  
fountain-head and offer their  
services to the Governor forthwith?  
Accordingly (so the story goes)  
they marched off to Government  
House, where they were received  
with all courtesy by the A. D. C.,  
who took their names and told  
them that they should hear further  
on the subject. Two days later,  
so we understand, His Excellency  
sent for the lads, and asked what  
they were prepared to do. "We  
can carry messages and make  
ourselves generally useful," they  
said. And presumably that is  
what they are now doing.

## The Persistent Beggar.

In this column some few weeks  
ago attention was called to the  
begging nuisance, and a concrete  
case was mentioned of an old  
Chinese woman who continually  
pesters passers-by in Ice House  
Street, near the junction with  
Chater Road. We were hoping  
that, by being definite on the  
matter, some enterprising con-  
stable would take a stroll along the  
thoroughfare named and snap up  
the opportunity of adding to his  
day's "bag." But no-one has,  
for this morning the old lady was  
still in evidence with her tin can,  
bothering everybody who hap-  
pened to pass along. This sort  
of thing, in broad daylight, in one  
of the principal streets of the  
city, should be tolerated no  
longer. We know the police are  
very busy just now; but a couple  
of minutes would suffice to  
round up the "game" in this  
instance.

## The Tar-bollers.

With the new treatment to  
which the roads of Kowloon are  
being subjected just now, tar-  
bolling is in full swing on the  
other side of the harbour. And  
incidentally it is causing much  
annoyance to residents who hap-  
pen to live in the vicinity of the  
boilers. For some time past, portions  
of Nathan Road and Humphreys  
Avenue have been receiving at-  
tention, and this has meant that  
the tar-bolling apparatus has  
been located at one spot or the  
other, and the side-  
walk of which is being used as a  
general storing-place for fuel, tar,  
etc. All day long the boiling  
goes on, and residents in the flats  
near at hand are not only unable  
to sit out of their verandahs  
because of the smoke, soot and  
objectionable fumes, but they  
even have to shut up all their  
windows for fear of carrying  
curtains and furniture being  
ruined. It is about time the  
apparatus was removed to some  
other spot now.

## DAY BY DAY.

OWARDS DIE MANY TIMES BE-  
FORE THEIR DEATHS: THE VAL-  
IANT NEVER TASTE OF DEATH BUT  
ONCE.

The Weather.  
Lower level 8 a.m. Temp 87;  
sunshine.  
At the Peak 8 a.m. Temp 80;  
sunshine.

The Mails.  
Siberian Mail.—Due per a.s.  
Chi-yuen to-day.  
Siberian Mail.—Due per a.s. Lu-  
chow to-morrow.  
Australian Mail.—Closed per a.s.  
Aldenhurst at 1 p.m. to-day.

Count the Columns.  
Yesterday the *Telegraph*  
published 29 columns of solid  
reading matter. To-day there  
will be 30 published.

To Consignees.  
Consignees of cargo by the  
motor-ship Siam are reminded  
that goods remaining undelivered  
after to-morrow will be subject to  
rent.

Special Service.  
We are requested to state that  
a special service will be held in  
St. Joseph's Church on Saturday,  
the 15th inst., at 9 a.m. (Feast of  
the Assumption).

For Hongkong.  
Captain R. H. E. Hutton-  
Squire, Royal Garrison Artillery,  
at present stationed at Leith, has  
been placed under orders for  
Hongkong.

To Stand Over.  
At the Summary Court, this  
morning, the action of Soriven  
Bro. against Jorge and Company,  
for the sum of \$96. 8s. 7d. was al-  
lowed to stand over.

Adjourned.  
The case in which the *South  
China Morning Post*, sued G. T.  
Shaw, for the sum of \$37.80,  
was, at the Summary Court, this  
morning, adjourned sine die.

Hongkong Bank Case.  
In connection with the alleged  
frauds on the Hongkong and  
Shanghai Bank, Guiterrez, was  
again remanded at the Police  
Court, this morning. Remedios  
is now awaiting trial in connec-  
tion with the affair, and it is ex-  
pected that Guiterrez will give  
evidence substantiating the ver-  
sion narrated in the lower Court.

The War and Law.  
Mr. Lewis, in the Summary  
Court this morning, said that in  
a certain case evidence on com-  
mission would have to be got  
from home. The solicitor for the  
other side (Mr. Davidson) said  
that the commission could not be  
taken until after the war, so a  
long adjournment would be re-  
quired. (Laughter). The case  
was adjourned.

## WAR NOTES.

A telegram dated Paris, August  
6, 11 a.m. which has been received  
by the *Courier d'Haiphong*, says  
that, at the moment when Ger-  
many declared war on Russia,  
negotiations were in process, and  
Austria had agreed to submit the  
grounds of her quarrel with  
Serbia to the Powers.

The French Consul at Manila  
telegraphs to his Government in  
Indo-China: "English steamship  
companies have been officially  
informed by the British authori-  
ties that, in consequence of the  
blockade of Tsingtau, English  
ships taking refuge at Manila can  
put out to sea again."  
The *Courier d'Haiphong* states  
that the German Consul at Hoihow  
was arrested on Saturday evening  
(August 8) on the arrival of the  
train from Lao-kay. Having been  
taken to the prison in the Rue  
des Tinturiers, he was placed in  
a cell.

## Cyclone in Kentucky.

New York, July 17.  
Dispatches from Henderson,  
Kentucky, state that the district  
has been swept by a disastrous  
cyclone, which has caused serious  
loss of life and damage to prop-  
erty amounting to at least  
\$100,000. Five bodies have been  
identified, and it is feared that  
the death roll will amount to  
about 100.

## THE CONTINENTAL POWERS.

Distinguished French Officer's  
Views.

We give below a free translation  
of some views expressed nearly  
two years ago by Lieut. Col.  
Rousset in *Les Annales*. It will  
be seen that these have a distinct  
bearing on the present situation.  
Germany has succeeded, by a  
continued succession of efforts  
which no consideration, either  
social or economic, has been  
allowed to check, in creating for  
herself a formidable army. She  
has actually twenty-five divisions  
solidly constituted, five of which  
are stationed in Alsace Lorraine,  
or near, and four of which are in  
the neighbourhood of the Russian  
frontier.  
Altogether the number of  
officers and men with the colours  
is 700,000 in round numbers. At  
time of war Germany, if she mobil-  
ized all her available men, could  
put into the field thereabout five  
million men. One would do  
wrong, however, to let oneself be  
influenced by mere figures. The  
war of the future will be short; for  
many reasons, some of these have  
been shown in the Balkan trouble.  
A million men in the first line,  
carrying on a decisive battle which  
shall last eight, ten or fifteen  
days, is the maximum. The rest  
will only be of use for secondary  
needs.

It is none the less true, however,  
that, with her 887 battalions of  
800 men each, her 510 squadrons  
of 150 mounted men, all doing at  
the very least three years of  
service, and her 591 six-gun  
batteries, the German army repre-  
sents the most complete and the  
most powerful military organiza-  
tion that has ever been known.  
But it must not be forgotten that  
in the event of a general war, it  
would have to make head against  
two frontiers at once.

Coming to the question of  
Russia, the Czar rules 162,438,800  
subjects. He has at his command  
an army of thirty-seven corps, but  
these are spread over an immense  
territory, and could not, by reason  
of the lack of railways, be rapidly  
concentrated on any given  
frontier of the Empire. Of  
these corps, two are in Turkestan,  
five in Siberia and two in the  
Caucasus. In reality, in facing  
a European war, Russia could  
only make use of her western  
troops—that is to say those within  
the confines of Vilna and Warsaw;  
possibly nine corps in the first  
instance, and then (but later)  
those occupying the neighbour-  
hoods of St. Petersburg, Kiev and  
perhaps Moscow; perhaps, making  
all due allowances, nine to  
fourteen other corps. The  
Russian army having much the  
same composition as those of  
other powers, our ally then, could  
put into the field, in the  
first instance, some 270,000  
infantry, 17,500 cavalry (five  
divisions) and 900 guns; in the  
second, 600,000 men and 1,600  
guns, and in the third, about  
700,000 men and more than  
2,000 guns.

Let us suppose now that—there  
being a definite rupture between  
Austria and Serbia—Russia  
decides to intervene. M. de  
Bethmann-Hollweg has told us  
that this would mean a *casus belli*  
for Germany. Very good. The  
latter, then, immediately mobilizes  
four corps—those of Königs-  
berg, Posen, Breslau and Allen-  
stein—the last named being newly  
formed. Germany will most  
probably take the offensive, and  
will penetrate into Poland, from  
the North and from the West.  
But she will not be able to go very  
far. Meanwhile, Austria sets  
herself to attack Russia with  
three corps—those from Gracov,  
Przemysl and Lemberg. But these  
are only just sufficient to parry  
an attack by the Russians from  
the "Kist" district—three corps  
at least which, later, would be  
well able to penetrate  
into Austria to the south of Dun-  
el and to attack in the rear the  
assailing army.

And now a word about France.  
For my own part I do not believe  
that things are likely to come to  
the pass of her safety being  
threatened for no one seems to  
wish to assume responsibility for  
a universal conflagration. Never-  
theless one should have the  
courage to look possibilities in  
the face. I have sought to show  
in a previous article that would  
be our position in the event of a

## MORE TROUBLE IN MANCHURIA.

Governor General's Protest.

A Mukden dispatch to the  
Tokyo *Asahi*, dated the 24th ult.,  
states that Governor-General Fu-  
kushima of the Kwantung Leased  
Territory, has lodged a protest  
with General Chang for discharg-  
ing a Japanese military in-  
structor who was under an  
agreement, and engaging in his  
place a German officer. In his  
protest, the Governor rebukes  
General Chang for what he  
describes as his "anti-Japanese  
action." Lieutenant-General  
Fukushima also censures Fung  
Linkuo, whom he alleges is  
directly responsible for the dis-  
missal of the Japanese instructor.  
Though General Chang, the  
Governor, urges the re-appoint-  
ment of the Japanese, the Chinese  
authorities appear to attach little  
importance to the question, and  
have replied that they propose to  
pay two months' salary to the  
dismissed instructor. At the  
same time they state that it would  
be quite impossible for them to  
dismiss the German officer.  
Governor-General Fukushima  
therefore says the Chinese  
authorities are lacking in sincer-  
ity, and Consul-General Ochiai at  
Mukden has again made repre-  
sentations to the Chinese  
authorities on behalf of the dis-  
missed officer.

A later Mukden dispatch,  
giving particulars of the dispute,  
announces that General Chang, in  
his reply to Governor-General  
Fukushima, states that the dismis-  
sal of the Japanese officer Watake  
was unavoidable because the  
Military College to which he  
was attached is in financial  
difficulties and is about to be  
closed. The German officer was  
engaged to give instruction in  
the handling of heavy artillery  
recently purchased from Ger-  
many, and he is to return home  
as soon as he has completed his  
duties. In any event he will not  
be dismissed at the present juncture.  
General Chang has sug-  
gested that Fung reconsiders the  
affair of the Japanese instructor,  
but the latter says that he  
has decided to pay him off and  
will offer him a bonus of two  
months' salary. He declines to  
further discuss the matter.  
Japanese journals allege that  
much indignation prevails among  
Japanese in Manchuria because  
General Chang and Com-  
mander Fung are personally  
indebted to Governor-General  
Fukushima for their military  
education in Japan and their later  
prominence in their own country,  
and have now proved to be un-  
faithful to the Japanese Governor-  
General. As to Consul-General  
Ochiai's representations, General  
Chang has evaded his responsi-  
bility, and states in reply that  
he would reprimand Commander  
Fung. The impression among the  
Japanese in Manchuria is that the  
Chinese authorities are attempt-  
ing to meet Japanese influence  
in Manchuria by introducing  
German influence, and they urge  
that it is now urgent that Japan  
should once and for all impress  
upon the Chinese the true position  
of Japan in Manchuria.

general conflict, and to point out  
that we have every reason to ap-  
proach the future with confidence  
provided (1) We exercise due  
self-control; (2) We maintain our  
army at all times at its maximum  
of fighting strength. On the  
first head, I believe there is noth-  
ing to be desired; on the second,  
I am obliged to make certain  
reservations. It is an open secret  
that the two-year law has dis-  
tinctly weakened us, and even  
that, during four or five months  
of the year, it goes far towards  
disarming us. The annual de-  
parture of the class (the men who  
are finishing their service) ruins  
at one blow our offensive means.  
It weakens our infantry, almost  
annihilates our cavalry and horse  
artillery, and leaves our phre-  
nolds without sufficient garrisons.  
By increasing the term of  
service from twenty-four months  
to thirty, one would quite easily  
fill the disastrous gap which is  
occurring every year. Is it too  
much to ask of young Frenchmen  
that they should accept cheerfully  
this slight addition when they  
realize that it is only a matter of  
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## THE COLLISION CASE.

The Question of the Speed of  
the Jinsen Maru.

Before the Acting Chief Justice  
(Mr. H. H. J. Gompertz) and  
Commander Beckwith, R.N.  
(assessor), at the Supreme Court  
this morning, the action was  
continued in which the Nippon  
Yasen Kaisha, as owners of the  
Jinsen Maru, sued the Indo-  
China Steam Navigation Co., as  
owners of the Wing Sang, claiming  
\$30,000 for damage occasioned  
by a collision which took place in  
the Tathong Channel, near Lam-  
tong Island, during a fog, on  
February 17. The Indo-China  
S.N. Co. counterclaimed for dam-  
ages arising out of the same  
collision.

Mr. Eldon Potter (instructed  
by Mr. E. J. Grist) appeared for  
the plaintiffs and Mr. E. H.  
Sharp, K. C. (instructed by Mr.  
Davidson, of Messrs. Hastings  
and Hastings) defended.

Mr. Sharp addressed the Court,  
and said the only way of dealing  
with the case was to go seriatim  
through the evidence of both  
sides. He would do so with as  
little repetition as he could. He  
would not, of course, read the  
evidence through again, as it was  
on his Lordship's notes and  
fresh in his Lordship's memory.  
It was only fair, however, to deal  
with the whole of the many  
features on the point. His Lord-  
ship would remember that he  
opened the case as against the  
Jinsen Maru under two heads,  
viz: before sighting and after  
sighting; because upon sighting,  
there was no doubt, a new situa-  
tion altogether arose. In dealing  
with the matter chronologically,  
he would deal with the case  
before sighting. The first point,  
of course, was the Jinsen Maru's  
speed in the fog, because it was  
that speed that controlled her  
movement when she burst out of  
the fog, and her speed in the fog  
was the foundation of the case  
to a large extent, because it  
put her in the situation that  
she suddenly emerged from the  
fog. Upon the point of the actual  
speed, rightly or wrongly, there  
was, unfortunately, the greatest  
conflict of evidence. They judged  
her speed in various ways, as he  
would show his Lordship—the  
speed at which she emerged from  
the fog bank and, of course, the  
speed when she struck the Wing-  
sang. His Lordship would re-  
member that the Captain of the  
Jinsen Maru did not differ  
materially from the other  
witnesses when he said that, on  
first sighting, the Jinsen Maru  
was going about two knots—he  
thought he put it a little under,  
at least somewhere about  
that—and at the time of the  
impact she got on some stern way.  
The captain of the Wing-sang, the  
first officer, the second officer,  
and their other witnesses—pas-  
sengers and the like—gave a  
wholly different account on that  
point. They said the Jinsen  
Maru emerged from the fog at a  
speed of from five to six knots,  
which covered the evidence of  
all. There was a little variety,  
but it fell within those limits.  
They said the Jinsen Maru's  
engines were reversed only about  
one length away, thereby, no  
doubt, reducing the Jinsen's  
speed to some extent, which was  
an extent not exceeding one  
knot. That was to an extent  
approximate, and they said the  
engines did not go astern until  
within about a length of the Wing-  
sang, which would have some  
effect in reducing the speed,  
and make her speed at the im-  
pact as nearly as they could  
calculate, about four knots or a  
little more. Some witnesses went  
as high as five knots, but he  
(Counsel) was putting it as low as  
he could. That was the very  
lowest. That was evidence as to the  
speed the ship was going was in  
accord with the result of those  
calculations of Captain Arthur.  
Counsel went on to say that if  
the evidence of Miller was be-  
lieved the whole of the case for  
the other side was gone and a  
great deal of what happened  
before the accident had gone,  
because the speed of the ship  
was gone. The sighting of the  
ship as Captain Arthur's witness  
showed, was of course, controlled  
by her position when sighted and  
her position when she struck  
the Wing-sang and when she  
emerged from the fog.



## THE WAR.

## Interesting Items from Japan.

The following items are from the Japan Gazette of the 6th instant:

Sir Conyngham Greene, the British Ambassador, visited Baron Kato, Minister of Foreign Affairs, yesterday noon at the Foreign Office, and conferred with him in regard to an important telegram which he received in the morning from his home Government.

## British Ambassador Visits Foreign Office.

Vice-Admiral Kato, Commander-in-Chief of the First Squadron, proceeded to the Naval Office yesterday afternoon, and had a conference with Vice-Admiral Yashiro, Minister of the Navy, and Vice-Admiral Shimamura, Chief of the Naval General Staff. While the conference was still in progress, Admiral Dawa and Vice-Admiral Yamada arrived and took part in the deliberations.

On the morning of the 4th instant, the Naval Office suddenly issued an order to the flag-ship Kongo, of the first squadron, the Tsukuba, the Settsu, the Satsuma, the Iwami and the Suwo, which had been engaged in exercises off Tateyama, to return to Yokosuka at once. At the same time, the Naval Office gave them orders to take in supplies of coal, provisions, and ammunition, and to hold themselves in readiness to leave the port at a moment's notice.

The Third Squadron is now assembled at Shanghai. The Taishima arrived there yesterday, while the Yodo, now at anchor at Ichang, and the Toba, now at Hankow, will proceed to Shanghai in a few days.

All preparations are now completed in the Japanese Navy to increase the Third Squadron at any time, in case the development of the present situation necessitates such a step.

A Sasebo despatch to the Hochi reports that the Sasebo Naval Station has dispatched telegraphic instructions to the officers and sailors who are on furlough to return to their posts at once. The authorities of the Naval Station have also instructed the Second Squadron, now in port, to take on board various kinds of necessities.

A Kure telegram to the Asahi quotes Rear-Admiral Ide, Chief of Staff of the Kure Naval Station, as stating that the warships Chiyoda and Itsukushima, which are now busy taking in coal, ammunition and provisions, are not going to join the Third Squadron. The Chiyoda will proceed to Kobe, while the Itsukushima will be ordered to Moji, for the purpose of watching neutral warships and steamers which may transport munitions of war for the belligerent Powers.

The Rear-Admiral definitely states that these warships have not yet received orders to proceed to South China.

## Activity in Army Circles.

Lieut. General Oka, Minister of War, proceeded to the Imperial Villa at Nikko yesterday, leaving Utsunomiya by the 5.30 a.m. train. The Minister submitted to the Throne full reports on the development of the war in Europe, and also as to future military preparations in Japan.

Major-General Fukuda, Chief of the Second Section of the Army General Staff, visited Mr. Koike, Director of the Political Affairs Bureau, yesterday afternoon at 3.30 o'clock, at the Foreign Office, and conferred with him on certain important questions. Lieut. General Oshima, Vice-Minister of War, visited Prince Yamagata on the morning of the 4th instant at his villa at Odawara, and had a prolonged conference on military questions of importance as well as on the latest news of the Austro-Serbian War.

Departure of French Officers. A party of French officers on the reserve list and of the reserve, resident in Tokyo and Yokohama, left here yesterday by the P. M. steamer Korea, en route to France to join the colours.

At noon the officers were entertained at luncheon by M. Mack, the French Consul-General, when patriotic speeches were delivered.

## GUN PRACTICE.

We are officially requested to publish the following, in order to obviate any chance of alarm or misunderstanding:

Gun practice will be carried out by the Royal Garrison Artillery from the following works and on the following dates:

Mount Davis, Tuesday 18th August at 8 a.m. in a S.W. direction.

Stonecutters, Wednesday 19th August at 9 a.m. in a S.W. direction.

Pakehawan, Saturday 22nd August at 10 a.m. in a N.E. direction.

Should the weather conditions be unfavourable the practice will be postponed until the following days, Sundays excepted.

The officers left the Hatoba in a launch specially chartered by a number of British residents, a large French flag flying from the mast. They were seen off by a number of their compatriots and by British residents, who gave them a hearty cheer. A number of Japanese, carrying miniature French flags, also went off to the vessel, and shouted "For France and for Great Britain."

On Tuesday evening a number of the younger British and French residents of the port visited the residences of the British and French Consuls-General, where they sang "God Save the King" and the "Marseillaise," and gave hearty cheers for the two countries.

## Effect on Shipping.

An Osaka telephone message to the Asahi reports that owing to the disturbances in Europe, the steamers in the Eastern seas belonging to the belligerent Powers have either taken refuge in neutral ports or at the base of operations in the colonies of their respective countries. The number of steamers in Japan waters has suddenly decreased. Especially, the Dairen-European lines are most seriously affected. Owing to the lack of transport vessels in the present season, when soya beans, bean-cakes, etc., are shipped to Europe, a great quantity of these goods is now lying at Dairen, without any chance of being forwarded to their destination.

In view of these circumstances, shippers there have begun to charter Japanese steamers.

## German Warships Watching Merchant Shipping.

A Moji telegram to the Hochi says that while the Otara Maru, which arrived there yesterday morning, was steaming between Quelpart Island and Kyobun Island, a German cruiser, with four funnels, approached the steamer, whereupon she hoisted the Japanese flag. The cruiser at once steamed off. The same cruiser seized a two-funnelled steamer, which proved to be a Russian Volunteer Fleet steamer. Another telegram from Moji to the same paper says that the French steamer Amazon, which was scheduled to leave there for Marseilles via Shanghai, Singapore, etc., is still at anchor, fearing seizure by German warships. According to a wireless telegram received by the steamer yesterday morning two German warships were cruising off Nagasaki, and the voyage was considered dangerous.

Another Moji despatch to the same paper says that the German steamer Prinz Waldemar entered the port yesterday afternoon at 4 o'clock from the direction of the Keikai. She is expected to leave for Tsingtan after coaling. The N.D.L. Steamer York. We have made inquiries with reference to the report, published last evening, that the N.D.L. York, which steamed out of Yokohama harbour on Tuesday night, and disappeared soon after the searchlights were played upon her from Yokosuka, had been towed into the Japanese naval port, and we are assured that the vessel is not at Yokosuka. Where she is, remains a mystery at present.

One report current is to the effect that she was caught by a British warship outside the bay, while another report alleges that she was met outside by a German warship and conveyed to an unknown destination.

## ON PERSONAL VANITY.

## What Men will Boast About.

It is a curious fact that most men, at least most Englishmen, will confess to almost anything rather than that they are vain of their looks. A man will boast, either openly or by implication, that he is clever or stupid, or rich or poor or good or bad. He will boast of his ugliness, or that he does not care about his looks; but he will not boast of his looks. And if he were to do that we should all feel that he had given himself away. It is not that personal vanity itself is a very uncommon weakness, so uncommon that a man who yields to it must have no command over himself. He might betray it in his clothes; and we should only smile; but if he told us that he was very handsome and that no woman could resist his charms, we should not know what to say or where to look. And yet personal vanity is more harmless, because more isolated, than most other kinds. To believe that you are good-looking, even when you are not, does not affect your conduct or your judgment much in other matters. It is not very much to boast of, since, in our world, neither men nor even women think very highly of good looks in a man. Wilkes boasted that he only wanted half an hour's start with a woman in competition with the handsomest man in England; and he probably boasted truly. It is also worth noting that he could boast, without fear of ridicule, of his triumphant ugliness; but even he, the most impudent man in England, would never have dared to boast of his good looks. If he had been handsome he would have been silent about his successes; for he was clever enough to know where he might boast and where he might not.

But perhaps men do not boast of their good looks just because they feel that they are not much to boast of. For other qualities we think that we deserve some moral credit. Even when a man is pure-pride of inherited riches he has some notion that he has inherited also the abilities that gained them. He has a sense of hereditary privilege based upon hereditary merit, like those who are proud of their birth. But good looks seem, even to those who possess them, a mere physical accident, and we distinguish sharply between them and any moral or intellectual excellence. Therefore, if a man boasts of his looks he may be supposed to be at a loss for something to boast of. After all, many animals are more beautiful than human beings and to show personal vanity is to put yourself on a level with a peacock. We have, deep in our natures, an instinctive dislike of our animal origin, as if we were parvenus in the society of the universe and afraid of some breach of manners that shall betray what we once were. When, therefore, a man behaves like a cock bird in its spring plumage, he affects us as a member of a parvenu family affects the rest when he puts his knife into his mouth or talks with a strong, Cockney accent. He gives not only himself away, but all civilized human beings, and we feel that the angels must be laughing at him, and through him, at all of us. We would rather excuse some perversion of the spirit than this shameless relapse into animality. The vanity of the peacock gives us a pleasant amusement, because it marks so plainly the difference between him and ourselves, but the vanity of a man hurts us because it tells us that the difference is not so great as we thought.

We cannot punish the relapse into animality as we punish it even more effectively with the whole force of opinion. The original we separate from ourselves by putting him in prison, and so he purges his contempt of the humanity in himself and all of us. But for the human peacock we have a more subtle punishment. We make him feel that he is not one of us; and the penalty is so severe that scarcely any man, unless he is a little mad, dares to be a human peacock. A man will venture on displays of bad temper that make him odious and ridiculous, because his humanity persists

even in them. Indeed, the animals have better tempers on the whole than we have; they quarrel only about food or at pairing time; but do not feel cross about things in general. And it needs a human intelligence to be spiteful in words, so that even the most devilish malignance is devilish, not animal; and Satan himself is a fallen angel, not our poor relation. But it needs no human intelligence to be vain of your looks; and to betray that vanity seems to prove that you lack the human reserve about the animal in you which most human beings have inherited as an instinct. There is, in fact, an indecency in personal vanity, or in the confession of it, which shocks us more than most sins of the world or of the Devil. It implies a satisfaction with the humble past of man, and a readiness to relapse into that past which we all resent as men. This resentment may not be rational; it may even be a proof of that animal origin that we are so anxious to disown; but it is too strong to be argued about—indeed so strong that no one has enough animal courage to brave it.

Shanghai is the most flourishing port in China. There with the exception of a few small colloquial newspapers, which have devoted a portion of their columns to talk and advertisements for prostitutes, all the large and established newspapers have generally kept within the bounds of decency. With the newspapers of Peking City the conditions are simply deplorable. Many of the large newspapers, such as Minchiang Pao, Shun Tien Shih Pao, Ta Kuo Min Jih Pao, Kuo Hua Pao and other renowned ones, have married their columns with things concerning harlots and prostitutes. Hitherto, the Kuo Chuan Pao had refrained from recording these impure materials in its columns, but to our disappointment it has recently put a photo of a harlot in every issue. The Ta Tsz Yu Pao has always devoted a column to the free (Ta-tsz-yu) gossip about the prostitutes. This is the tendency of the journalistic world in Peking to-day, and it shows the liberalism prevailing among the present deteriorated Society.

Some have explained that love for the fair sex belongs to one of the human cravings just as necessary as eating and drinking to the person, and there is no reason why the people should be restrained in this point. But they have ignored that man is a moral being, who by the light and education received, should distinguish himself from brute animals, who seek nothing but the gratification of lust. We can allow a margin for those who are ignorant and of a low mind, but it is unpardonable for those who are acknowledged to be persons who are moulding the habits and thoughts of the generation, to abuse their responsibility by allowing society to degenerate to the level of brute animals. (Witaheng-to-tsz.)

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## DAIRY FARM NEWS.

We beg to inform our customers that we are in a position to supply ALL our customers with Butcher's Meats, Fresh Milk and Dairy Produce as hitherto.

## EDITORS AND MORALITY.

## What a Native Paper Thinks.

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## HUERTA'S RESIGNATION.

## First Step Towards Peace in Mexico.

Huerta has ceased to be Provisional President of Mexico, and all the members of his Cabinet have joined him in resignation. Senor Carbajal has been elected to succeed Huerta.

To-day's telegrams confirming these facts says the Globe of July 16, indicate an improved situation, and probably mark the first step in the last stages of the pacification of Mexico. In one sense the new state of affairs is a direct result of the intervention of the Republics of Brazil, Argentina and Chile, and a speedy settlement of the long-drawn-out internal quarrel in Mexico may now be looked for.

Reuter's correspondent at Mexico City telegraphs that President Huerta presented his resignation to the Chamber of Deputies through the Department of Foreign Relations last night. The resignation was read and referred to a Committee.

Spectators in the galleries shouted "Viva Huerta" when the announcement of the resignation was read.

All the members of the Cabinet resigned at the same time.

The Farewell Toast. Mexico City, July 16.

The General offered his resignation as a proof that his interest in the Republic was his chief thought.

General Huerta appeared later at his favourite cafe, followed by an immense crowd, shouting "Vivas."

Many shook him by the hand, and several kissed him.

The stern veteran, overcome by the demonstration, raised his glass, and said:

"This will be my last toast here. I drink to the new President of Mexico."—Reuter.

General Villa, on receiving the news of General Huerta's resignation, said: "I would much prefer that Huerta had remained in the capital until we could get our hands on him."—Reuter.

Senor Carbajal, President. Washington, July 16.

Further official advices from Mexico City state that immediately after the reading of the resignations, Senor Carbajal, who was recently appointed Foreign Minister, was sworn in as President.

General Huerta and General Blanquet, the ex-Vice-President, motored to Guadalupe, where they boarded a troop train. It is believed their destination was Puerto Mexico.

The populace in the capital took the change of rulers quietly and order was maintained.—Central News.

## TO-DAY'S ADVERTISEMENT.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

MONDAY the 17th August 1914 commencing at 11 a.m. at his Sales Rooms, Duddell Street.

A Quantity of Sundry Household Furniture.

On View from day of Sale. Terms—As usual.

GEO. P. LAMBERT, Auctioneer.

## HERE'S SOME GOOD NEWS!

## SALE OF SURPLUS SEASON'S STOCK

## MACKINTOSH'S

FOR TWO WEEKS ONLY

From Monday Aug. 17th to Saturday Aug. 29th.

A remarkable opportunity to supply your present and future Dress Requirements at Reductions in price.

CALL IN AT

MACKINTOSH & Co., Ltd., 16 DES VŒUX RD.

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NOW SHOWING THE LATEST CREATION IN FASHIONABLE

HALF HOSE.

They are to be obtained in

CASHMERE, LISLE THREAD AND SILK.

GUARANTEED RELIABLE.

Ask to see them.

Wm. POWELL, Ltd.,

HIGH CLASS GENTLEMEN'S HOSIERS.

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JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right.

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

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THE GREAT "ALLISON" PIANO

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PRICE OF A CHEAP ONE.

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THERE ARE "TWO DRINKS IN ONE"

IN ALL

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ALL THE FRESHNESS AND GOOD QUALITIES OF THE FINEST FRUITS, TOGETHER WITH SPARKLING, HEALTH-GIVING TANSAN, MAKE THESE THE SAFEST AND MOST WHOLESOME NON-ALCOHOLIC BEVERAGES.

WILKINSON'S TANSAN GINGER ALE, WILKINSON'S TANSAN LEMONADE, WILKINSON'S TANSAN TONIC, WILKINSON'S TANSAN SASSAPARILLA.

NO IMPURITIES CAN GET TO ANY OF THESE.

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Empress of Asia	30th Sept.
Empress of Japan	14th Oct.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

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"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.  
"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £85.

"MONTAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.  
Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

Regular Service Between  
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

## EASTWARD.

S.S. "Tanda," 6,800 tons, Capt. will be despatched for YOKOHAMA, KOBE & MOJI on 29th Aug.

S.S. "Takada," 6,800 tons, Capt. Robins, will be despatched for SHANGHAI, YOKOHAMA, KOBE & MOJI, on 4th Sept.

## WESTWARD.

S.S. "C. Apar," 4,600 tons, Capt. O'Sullivan, will be despatched for SINGAPORE, PENANG & CALCUTTA on 21st Aug.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched as above on 31st August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.  
Agents.

Hongkong, Aug. 14, 1914.

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ORIENTAL LINE

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SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	8th Aug.	14th Aug.
TAIYUAN	12th Sept.	16th Sept.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares: Cargo booked through for all Australian, New Zealand and Tasmanian ports.

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## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Sailing Date

Destination. Steamers. Sailing Date

MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said. Katori Maru Capt. Murai T. 20,000 (WEDNES., 26th Aug., at 10 a.m.) Kamo Maru Capt. T. 16,000 (WEDNES., 9th Sept., at 10 a.m.)

VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokohama, Shimidzu and Yokohama. Sado Maru Capt. Asakawa T. 12,500 (TUESDAY, 25th Aug., at 4 p.m.) Yokohama Maru Capt. T. 12,500 (TUES., 8th Sept., at 4 p.m.)

\*Not calling at Shanghai.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane. Kumano Maru Capt. Soyeda T. 9,300 (WEDNES., 26th Aug., at noon.) Tango Maru Capt. Sekine T. 13,500 (WED., 23rd Sept., at noon.)

CALCUTTA via Spore, Penang & Rangoon. Ceylon Maru Capt. T. 12,500 (SATURDAY, 22nd Aug.)

BOMBAY via Singapore and Colombo. Colombo Maru Capt. T. 5,000 (MONDAY, 17th Aug.)

NAGASAKI, Kobe & Yokohama. Tango Maru Capt. Sekine T. 9,600 (TUESDAY, 25th Aug., at 5 p.m.) Kirin Maru Capt. T. 5,000 (WEDNESDAY, 26th Aug.)

SHANGHAI, Moji and Kobe. Mishima Maru Capt. T. 16,000 (WEDNES., 27th Aug., at 11 a.m.)

KOBE & Yokohama. Capt. T. 16,000 (Aug., at 11 a.m.)

† Cargo only.

† Fitted with new system of wireless telegraphy.

## REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

YOKOHAMA KOBE MOJI NAGASAKI

Return. Return. Return. Return.

1st class.....\$135 \$122 \$108 \$95

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With option of Rail between Steamer's Calling ports in Japan.

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Telephone No. 292. T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

SHANGHAI.....Liangchow.....17th Aug. at 3 p.m.

MANILA, CEBU & ILOILO.....Chinhua.....18th Aug. at 4 p.m.

H'HOW, PHOI & PHONG Kailong.....19th Aug. at 10 a.m.

MANILA, CEBU & ILOILO.....Taming.....25th Aug. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidst electric fans fitted; extra staterooms on deck aft on "Taming" and "Teau."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenau," "Shaohsing," and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Hongkong to Shanghai:—Single \$45, Return \$75. Do, Hongkong to Tsingtau:—Single \$78, Return \$125.

For Freight or Passages apply to

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Telephone No. 36  
Hongkong 14th Aug., 1914.

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Captain D. A. Lukhmanoff.

Agent for

Hongkong, South China, Indo-China and Philippines Islands.  
Office—Hotel Mansions, Third Floor, No. 12a and 14.

Telephone No. 1224.

P. O. Box 472.

Capt. D. A. LUKHMANOFF.

Agent.

Hongkong, Aug. 5, 1914.

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Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Will leave on or about
Tjibodas	JAVA	1st half Aug.
Tjibodas	JAPAN	1st half Aug.
Tjibodas	S'HAU	2nd half Aug.
Tjibodas	JAPAN	2nd half Aug.
Tjibodas	JAVA	2nd half Aug.
Tjibodas	S'HAU	1st half Sept.
Tjibodas	JAPAN	1st half Sept.
Tjibodas	JAVA	1st half Sept.
Tjibodas	JAPAN	1st half Sept.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

115

## TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed	N'aki, Tues., 15th Sept.
Tenyo Maru	22,000 - 21 knots		
Shinyo Maru	22,000 - 21 knots		H'kong Tues., 22nd Sept.
Chiyu Maru	22,000 - 21 knots		

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£80. Return (6 months) £130.

First Class to San Francisco £45. Return (6 months) £85.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

## SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUITIQUE and VALPARAISO.

Selyo Maru 14,000 - 14 knots Sat., 3rd October.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	4th Aug.	28th Aug., 10 a.m.
Empire	22nd Aug.	18th Sept., "
St. Albans	12th Sept.	9th Oct., "
Eastern		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haitan ..... J. W. Evans ... TUESDAY, 18th Aug. at 11 a.m.

FOR SWATOW.

Haimun ..... A. H. Stewart ... SUN., 16th Aug. at 10 a.m.

Haimun ..... A. H. Stewart ... WED., 18th Aug. at 11 a.m.

During the months of July and August First Class Return Fares to Fochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.

General Managers.

## LOG BOOK

The Engine-Power of Modern Warships.

The enormous engine-power required for the propulsion of modern warships makes an extraordinary comparison with the conditions obtaining ten years ago. In 1904, 15,000 horse-power was sufficient for the most powerful engines of our battle-ships, but the machinery of the Iron Duke class works up to 29,000. In their day—and they were launched in 1901—the armoured cruisers of the Drake class, with their reciprocating engines of 30,000 horse-power, were regarded as marvellous products of the engineer's art; as indeed they were; but to-day we have eight battle cruisers in service whose turbines were designed for over 40,000 horse-power, while the latest of them, the Queen Mary, is designed for 75,000. It has recently been announced by the *Tagliche Rundschau* that the German battle cruiser Seydlitz has established a world's record by running her turbines up to a horse-power of 80,738. It may reasonably be questioned whether this is really a "record." It is not the custom of the British Admiralty nowadays to publish the accomplishments of our warships in this direction, but it is fairly well known that if the Lion and Princess Royal, designed for 70,000 horse-power, have not reached six figures they have made a nearer approach than the Seydlitz. In all probability the Queen Mary has exceeded the 100,000 mark. Several ships now in hand are believed to be fitted with machinery of a nominal horse-power of a hundred thousand. This is believed to be the power of the three German battle cruisers now in hand, while the turbines of our own Tiger, completing at Clydebank, are declared in certain handbooks, though under reserve, to be designed for 110,000 horse-power. There is nothing in the other known features of the ship to account for the addition of 35,000 to the horsepower of the Queen Mary, for, with the same designed speed of 28 knots the Tiger will be only 1,000 tons heavier. That there will be a considerable difference, however, would appear from the machinery costs in the two ships. The machinery of the Queen Mary cost £509,899; while that of the Tiger, as given in the current estimates, amounts to £557,069 an increase of nearly 10 per cent. It is extraordinary to reflect that we could build five destroyers for the cost of the engines of one battle cruiser, and equally striking is the fact that the machinery of the Iron Duke, a battleship of the same programme as that to which the Tiger belongs, cost only £276,537, or slightly under a half of the corresponding figure for the larger and faster ship. In the meantime the motor-driven battleship is advancing slowly but surely upon us. Our own authorities are proceeding slowly in this matter, and so far an internal combustion engine has been installed in only one vessel, the destroyer Hardy, and that only for driving the centre shaft at cruising speeds. However, several of the "oilers" now in hand will be engined entirely on the motor principle, and the performances of these vessels in service should provide valuable knowledge and experience for future developments. The most significant step of all, however, is that which has been taken by the Italian Government regarding the four battleships of the general type of the Queen Elizabeth, which are either in hand or about to be laid down. These ships, displacing 23,000 tons and carrying eight 15-inch and sixteen 6-inch guns, will be 692 feet long, and the designed speed is 25 knots, oil fuel being exclusively used. A three-shaft arrangement of machinery is to be fitted, and the wing screws will be driven in the ordinary way by steam turbines; but for the centre shaft of each vessel a Diesel engine of no less than 12,000 horse-power is to be constructed.

For a good solid meal, a la Carte, or Table d'Hôte with Wines & Liquors of the Best—ALEXANDRA CAFE



## SHIPPING

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
SHAI, Kobe & Moji	Yalshing	Sat., 15th Aug. at noon.
MANILA	Loongsang	Sat., 15th Aug. at 2 p.m.
SHANGHAI	Wosang	Tues., 18th Aug. at d'light
YHAMA, Kobe & Moji	Namsang	Thur., 20th Aug. at noon
S'FORE, P'ang & O'cutta	Lalsang	Thur., 20th Aug. at 2 p.m.
MANILA	Yuensang	Sat., 22nd Aug. at 2 p.m.
S'FORE, P'ang & O'cutta	Fooksang	Mon., 24th Aug. at 2 p.m.

## Return Tours to Japan

The steamers "Kutsang," "Namsang" and "Lalsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.  
 \* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
 \* Taking cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin, Dalny, Weihaiwei, Tsingtau.  
 \* Taking cargo on Through Bills of Lading to Kudat, Lahad Dagu, Simpoma, Tawao, Usukan, Jesselton and Labuan.  
 For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.  
 Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM  
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Carnarvonshire	31st Aug.
Trans-Pacific "Shire" & "Glen" Joint Service.		

TORIA VVER STLE		
TACOMA & PLAND		
TORIA VVER STLE		
TACOMA & PLAND		
TORIA VVER STLE		
TACOMA & PLAND		

Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America.  
 For Freight or Passage, apply to  
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## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.  
 For Freight and Passage, apply to

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THE TAIKOO DOCKYARD  
& ENGINEERING CO. OF  
HONGKONG, Ltd.  
TAIKOO DOCKYARD,  
HONGKONG.SHIPBUILDERS, SAUVORS & REPAIRERS, BOILERMAKERS  
FORGEWELTERS, BRASS & IRON FOUNDERS, CON-  
STRUCTIONAL ELECTRICAL & MECHANICAL  
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,  
 Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of  
 Engineering, Iron and Wood Work.

DRAWING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons  
 displacement; providing conditions for painting ships with most  
 efficient results.

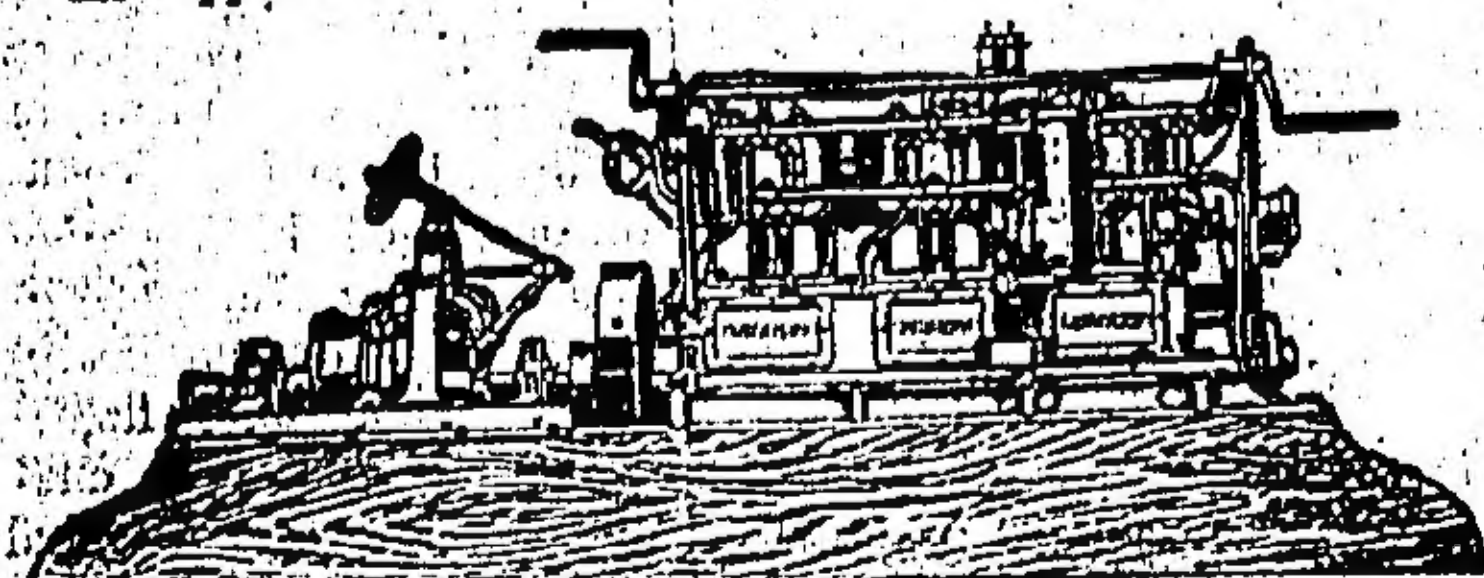
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-  
 HEAD CRANES throughout the Shops, ranging up to 100 Tons.  
 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,  
 Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL &amp; KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty &amp; War Office.



O.G. type Motor and Reserve Gear.

B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN

BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE

CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR

VEHICLES, etc.

Dockyard Manager

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BUTTERFIELD &amp; SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221.

## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London, via Usual Ports of Call	Oriental	P. & O.	15, Aug.
London & Antwerp	Carshire	J. M. Co.	31, Aug.
Marseilles via Ports	Katori M.	N. Y. K.	26, Aug.

## NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via S'hai & Japan &c.	Manchuria	P. M. Co.	18, Aug.
Victoria, B.C., & T'mavia S'hai &c.	Panama M.	O. S. K.	19, Aug.
Victoria, Vancouver, Seattle etc.	E. of Japan	O. P. R.	19, Aug.
San Francisco, via Shanghai,	Tenyo M.	T. K. K.	25, Aug.
M'la, Japan and Honolulu	St. Egbert	D. & Co.	25, Aug.
New York	Sado M.	N. Y. K.	25, Aug.
Victoria, B.C. & Seattle etc.	Seattle M.	O. S. K.	3, Sept.
V'ia, B.C., T'ma via K'lung, Japan	Nippon M.	T. K. K.	8, Sept.
San Francisco, via Shanghai,	Mer'shire	J. M. Co.	8, Sept.
M'la, Japan and Honolulu	Monteagle	O. P. R.	9, Sept.
Victoria, Vancouver & Seattle	Tenyo M.	T. K. K.	15, Sept.
Vancouver via S'hai, Japan etc.	E. of India	O. P. R.	16, Sept.
San F'co via S'hai &c.	Seiyu M.	T. K. K.	3, Oct.
Victoria, V'ier, S'lie, etc.			
Mexican, Peruvian and Chile			
Ports via Japan			

## AUSTRALIA.

Australian Ports via Manila	Kumano M.	N. Y. K.	26, Aug.
Australian Ports via Manila	Empire	G. L. Co.	28, Aug.

## SINGAPORE, COAST PORTS AND JAPAN.

Jesselton, Kudat and Sandakan	Borneo	M. & Co.	15, Aug.
Manila	Loongsang	J. M. Co.	15, Aug.
Yokohama, Kobe and Moji	Namsang	J. M. Co.	15, Aug.
Bangkok, via Swatow	Linh	B. & S.	15, Aug.
Tamsui via Swatow and Amoy	Daigi M.	O. S. K.	16, Aug.
Bombay via S'pore & Colombo	Colombo M.	N. Y. K.	17, Aug.
Manila, Cebu and Iloilo	Taming	J. M. Co.	18, Aug.
Kobe	Chinhua	B. & S.	18, Aug.
Weihaiwei and Tientsin	Coblentz	M. & Co.	19, Aug.
Anping, Takao via S'ow & Amoy	Kueichow	B. & S.	19, Aug.
Holhow, Pakhoi and Haiphong	Sosha Maru	O. S. K.	19, Aug.
Singapore, Penang and Calcutta	Kailong	B. & S.	19, Aug.
S'pore, Batavia, Samarang, etc.	Hokuto M.	J. M. Co.	20, Aug.
Tamsui via Swatow and Amoy	Daijin M.	D. & Co.	22, Aug.
Shanghai, Kobe and Yokohama	Polyneis	O. S. K.	23, Aug.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	25, Aug.
Bombay via Singapore, etc.	Saigon M.	O. S. K.	25, Aug.
Kobe and Moji	Takada	D. S. Co.	26, Aug.
Singapore, Penang & Calcutta	Dumera	D. S. Co.	31, Aug.
Yokohama, Kobe and Moji	Tanda	D. S. Co.	3, Sept.
Kobe and Moji	Banri M.	D. & Co.	6, Sept.
S'pore, Batavia, Cheribon, etc.	Riojun M.	D. & Co.	22, Sept.
Singapore, Mauritius and South			
African Ports			
Swatow, Amoy and Foochow	Salamis	B. I. L.	25, Oct.
Batavia, Cheribon, Samarang, &c.	Halyang	D. L. Co.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tibodas	J.O.J. L.	1, half A.
Japan	Tijahap	J.O.J. L.	1, half A.
Shanghai	Tijahap	J.O.J. L.	2, half A.
Shanghai	Tijahap	J.O.J. L.	2, half A.
Shanghai	Tijahap	J.O.J. L.	1, half S.
Shanghai	Tijahap	J.O.J. L.	Q. desp.

MOVEMENTS OF  
STEAMERS.VESSELS ADVERTISED TO  
DEPART TO-MORROW.

For.	Vessel.
Japan	Yatsching
Philippines	Loongsang
Shanghai	Pemseus

VESSELS ADVERTISED TO  
ARRIVE TO-MORROW.

From.	Vessel.
Shanghai	Luchow

## CANADIAN MAIL

The C. P. R. s.s. EMPRESS OF JAPAN  
 left Vancouver on July 23rd, a.m.

The C. P. R. s.s. EMPRESS OF RUSSIA  
 left Yokohama between 2 & 4 p.m. July 21.

## AMERICAN MAIL

The American and Manchurian Line  
 s.s. KIOTO arrived at New York on Thurs-  
 day, the 6th inst.

The P. M. s.s. MANCHURIA will be  
 despatched from Hongkong at 1 p.m. on  
 Tuesday, August 18, for San Francisco,  
 via Keelung, Shanghai, Nagasaki, Kobe,  
 Yokohama, Shimizu, Yokohama and  
 Honolulu.

## MERCHANT STEAMERS.

The S. L. s.s. CARNARVONSHIRE  
 from Vancouver is due at Hongkong on  
 the 26th Aug.

The East Asiatic Co's. s.s. SIAM left  
 Port Said on Monday the 13th July and  
 may be expected here on or about 19th  
 August.

The s.s. TANDA sailed from Calcutta  
 on the 8th inst. and may be expected here  
 on or about the 24th inst.

The s.s. KENTUCKY left Singapore  
 on Tuesday the 11th inst. and is due here  
 on Monday 17th inst.

## TIDE TABLE.

10th Aug. to 16th Aug. 1914.

Day	Time	High Water	Low Water
Mon.	10	0 14	5 11
Tues.	11	0 57	6 04
Wed.	12	1 45	6 52
Thurs.	13	2 32	7 40
Fri.	14	3 19	8 28
Sat.	15	4 06	9 16
Sun.	16	4 54	10 04

m morning. a afternoon.

## VESSELS IN PORT.

## Steamers.

Skerries, Br. s.s. 2,353, 21st July—Java  
 12th July, Sugar—J. O. J. L.

Onsang, Br. s.s. 1,757, Picknell, 22nd July  
 Java, 12th July, Sugar—J. M. & Co.

Haidie, Norw. s.s. 1,065, J. Jorgensen, 23rd  
 July—Amoy, 22nd July—Gen.—J. C. J. L.

Kwangso, Br. s.s. 1,302, G. J. Spink, 23rd  
 July—Swatow, 22nd July, Ballast  
 —B. & S.

Mendip Range, Br. s.s. 2,935, Foxworthy,  
 23rd July—Moji, 16th July, Coal  
 —G. & Co.

Empire, Br. s.s. 4,500, E. T. Pilcher, 4th  
 inst.—Melbourne, 30th ult. Gen.  
 —G. L. & Co.

Swanley, Br. s.s. 2,207, W. E. Stalls, 27th  
 July—Manila, Gen.—G. & Co.

Minnesota, Am. s.s. 2,078, Garlick, 30th July—Manila, 26th July, Gen.— N. Y. K.	Halobing, Br. s.s. 1,067, W. C. Passmore, 9th inst.—Amoy, 8th inst.— D. L. & Co.
Seang Bee, Br. s.s. 3,784, J. Travis, 30th July—Singapore, 26th July, Gen. —Chinese	Loksang, Br. s.s. 978, D. W. Ritchie, 9th inst.—Hongay, 6th inst. Coal— M. & Co.
Toucer, Br. s.s. 5,800, Yarwood, 31st July —Manila, 28th July, Gen.—B. & S.	Kashima Maru, Jap. s.s. 6,546, M. Yagi, 11th inst.—London, 4th ult. Gen. N. Y. K.
Tracas, Br. s.s. 2,894, Pearson, 3rd inst.— Hankow, 27th ult., Bulk oil—A. P. & Co.	Manchuria, Am. s.s. 8,750, A. Dixon, 10th inst.—San Francisco, 11th inst. Gen.—P. & M. Co.
Tungshing, Br. s.s. 1,170, L. Hussey, 6th inst.—Saloon, 1st Aug. Gen. and Rice—Chinese	Sado Maru, Jap. s.s. 3,860, K. Asakawa, 10th inst.—Moji, 5th inst. Gen.— N. Y. K.
Kwangshah, Chi. s.s. 1,538, A. Sangster, 6th inst.—Shanghai, 5th inst. Gen.— O. M. S. N. & Co.	Loongsang, Br. s.s. 1,930, Leask, 11th inst.—Manila, 8th inst. Gen.— J. M. & Co.
Tydeus, Br. s.s. 7,144, W. Duncan, 6th inst.— Hankow, 1st inst., Beans—Or- der.	Changsha, Br. s.s. 1,403, C. Gambull, 11th inst.—Manila, 8th inst. Gen.—B. & S.
Yatsching, Br. s.s. 1,424, F. E. Jarrett, 7th inst.—Singapore, 1st inst. Gen. —J. M. & Co.	Selun, Norw. s.s. 886, D. E. Horbringer, 8th inst.—Bangkok, 3rd inst. Rice—Chinese
Dagfin, Norw. s.s. 866, A. T. Salvesen, 6th inst.—Hollo, 1st inst., Water bal- last—T. & Co.	Delta, Br. s.s. 4,780, L. M. 11th inst.— Shanghai, 8th inst. Gen.—P. and O. S. N. Co.
Sanuki Maru, Jap. s.s. 3,321, T. Date, 7th inst.—Moji, 2nd inst. Gen.—N. Y. K.	Dalgi Maru, Jap. s.s. 890, Lokushige, 12th inst.—Swatow, 11th inst. Gen.— O. S. K.
Panama Maru, Jap. s.s. 3,757, J. Kanoo, Shanghai, 6th inst. Gen.—O. S. K.	Tamun Maru, Jap. s.s. 1,933, Kabayashi, 12th inst.—Ching-wan-tao, 6th inst. Coal—M. & Co.
	Nardness, Norw. s.s. 1,370, A. Angensen, 12th inst.—Pukow, Ballast—A. Bane.
	Esang, Br. s.s. 1,137, W. P. Baker, 13th inst.—Hongay, 11th inst. Coal— J. & Co.
	Himalaya, s.s. 3,700, W. W. Cooke, 12th inst.— Bombay, 23rd ult. Gen.—P. & O. S. N. Co.
	K. of Japan, Br. s.s. 3,633, W. D. Hop- craft, 12th inst.—Yokohama, 23rd inst. Gen.—O. P. R.

Try what a refreshing, easily digested,  
 and specially nourishing food beverage may  
 be made with Benger's Food in combination  
 with tea or coffee, cocoa or chocolate.

SUMMER EXCURSIONS  
TO  
JAPAN

BY THE STEAMERS OF  
 CANADIAN PACIFIC S.S. LINE.  
 PACIFIC MAIL S.S. CO  
 TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD  
 1st JUNE—31st OCT.

## RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00

Tickets are interchangeable for return by any steamer of above-named  
 Companies and include Rail if desired.

Passengers may go and/or return VIA MANILA without additional charge  
 by steamers calling at that Port, so indicated in schedule of sailings shown below

The Steamers operated by the Companies named are the largest, fastest  
 and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM  
JAPAN PORTS.

From JAPAN.				To JAPAN.			
YAMAHA	KOBE	NAGASAKI	YOKOHAMA	YAMAHA	KOBE	NAGASAKI	YOKOHAMA
LEAVE	LEAVE	LEAVE	LEAVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE
30 July	1 July	1 Aug	1 Aug	18 Aug	15 Aug	15 Aug	15 Aug
31 Aug	2 Aug	2 Aug	2 Aug	19 Aug	16 Aug	16 Aug	16 Aug
1 Sept	3 Aug	3 Aug	3 Aug	20 Aug	17 Aug	17 Aug	17 Aug
2 Sept	4 Aug	4 Aug	4 Aug	21 Aug	18 Aug	18 Aug	18 Aug
3 Sept	5 Aug	5 Aug	5 Aug	22 Aug	19 Aug	19 Aug	19 Aug
4 Sept	6 Aug	6 Aug	6 Aug	23 Aug	20 Aug	20 Aug	20 Aug
5 Sept	7 Aug	7 Aug	7 Aug	24 Aug	21 Aug	21 Aug	21 Aug
6 Sept	8 Aug	8 Aug	8 Aug	25 Aug	22 Aug	22 Aug	22 Aug
7 Sept	9 Aug	9 Aug	9 Aug	26 Aug	23 Aug	23 Aug	23 Aug
8 Sept	10 Aug	10 Aug	10 Aug	27 Aug	24 Aug	24 Aug	24 Aug
9 Sept	11 Aug	11 Aug	11 Aug	28 Aug	25 Aug	25 Aug	25 Aug
10 Sept	12 Aug	12 Aug	12 Aug	29 Aug	26 Aug	26 Aug	26 Aug
11 Sept	13 Aug	13 Aug	13 Aug	30 Aug	27 Aug	27 Aug	27 Aug
12 Sept	14 Aug	14 Aug	14 Aug	31 Aug	28 Aug	28 Aug	28 Aug
13 Sept	15 Aug	15 Aug	15 Aug	1 Oct	29 Aug	29 Aug	29 Aug
14 Sept	16 Aug	16 Aug	16 Aug	2 Oct	30 Aug	30 Aug	30 Aug
15 Sept	17 Aug	17 Aug	17 Aug	3 Oct	31 Aug	31 Aug	31 Aug
16 Sept	18 Aug	18 Aug	18 Aug	4 Oct	1 Sept	1 Sept	1 Sept
17 Sept	19 Aug	19 Aug	19 Aug	5 Oct	2 Sept	2 Sept	2 Sept
18 Sept	20 Aug	20 Aug	20 Aug	6 Oct	3 Sept	3 Sept	3 Sept
19 Sept	21 Aug	21 Aug	21 Aug	7 Oct	4 Sept	4 Sept	4 Sept
20 Sept	22 Aug	22 Aug	22 Aug	8 Oct	5 Sept	5 Sept	5 Sept
21 Sept	23 Aug	23 Aug	23 Aug	9 Oct	6 Sept	6 Sept	6 Sept
22 Sept	24 Aug	24 Aug	24 Aug	10 Oct	7 Sept	7 Sept	7 Sept
23 Sept	25 Aug	25 Aug	25 Aug	11 Oct	8 Sept	8 Sept	8 Sept
24 Sept	26 Aug	26 Aug	26 Aug	12 Oct	9 Sept	9 Sept	9 Sept
25 Sept	27 Aug	27 Aug	27 Aug	13 Oct	10 Sept	10 Sept	10 Sept
26 Sept	28 Aug	28 Aug	28 Aug	14 Oct	11 Sept	11 Sept	11 Sept
27 Sept	29 Aug	29 Aug	29 Aug	15 Oct	12 Sept	12 Sept	12 Sept



# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, FRIDAY, AUGUST 14, 1914.

## POLICE CONSTABLES DEATH.

Inquiry Held This Afternoon.

At the Police Court, this afternoon, an inquiry was held by Mr. J. R. Wood into the circumstances surrounding the death of Ralph Millar, a European constable who died from a wound caused by a pistol at the Central Station on August 4.

Dr. Bull said death was due to internal hemorrhage. Deceased had a bullet wound on the left side and an exit wound on the right side of the spine. Deceased died shortly after admission.

An Armourer Sergeant said the pistol was defective. The hammer was not locked by the safety catch.

His Worship said he was satisfied no one was to blame; it was purely an accident and he returned a verdict of accidental death.

## TYPHOON WARNINGS.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 12.45 p.m. yesterday:

Cyclone or Typhoon:—Near or over Bashi Channel, moving W.N.W.

The telegram quoted below was received at 12.45 p.m. today:

"Cyclone or Typhoon:—Near or over the southern part of Formosa Channel, moving W.N.W. The red signal, indicating a typhoon to the east of the Colony, more than 300 miles distant, was hoisted this morning.

## KIEL AND ITS CANAL.

Germany's great strategic waterway, the Kiel Canal, has just been broadened and deepened at a cost of £11,000,000, which is part of the price which has been paid for the adoption of the Drondnought design. Even now the canal is not sufficiently deep to permit armoured ships of the largest types to pass through it. The task of improving the canal was, however, to be carried forward, and at no very distant date, and by the use of this great artificial highway, it was hoped to be possible for the German naval authorities to move the largest ships, in a comparatively few hours, from the Baltic to the North Sea. The pride of Kiel is its magnificent harbour, which has a comparatively uniform depth of water, averaging forty feet, and close to the shores twenty feet. Its length is eleven miles and its breadth varies from a quarter of a mile at the southern end to four and a half miles at the mouth. Its defences, which include two forts on the west and four on the east side, all situated about five miles from the head of the harbour at Friedrichsort where its shores approach one another, make it a place of great strategic strength.

## Non Suited.

In the Summary Court, this afternoon, Mr. Justice Hazeland ordered the plaintiff to be non-suited with costs in the action in which the Tung Shing Hop firm sued the Tsui Yuen Restaurant, and the Kwong Tai firm, partners thereof, for \$155.77, amount due for goods sold and delivered.

## Promotions.

Lieut. Colin Campbell, 74th Fusiliers, has been promoted Captain. Major T. B. Hill, 40th Pathans, has been made Lieutenant Colonel.

## AN APOSTLE OF PAN- SLAVISM.

M. De Hartwig and the Balkan League.

Berlin, July 11.

The death of M. de Hartwig, the Russian Minister at Belgrade, is an event of far greater importance than might seem to attach to the demise of a plenipotentiary in one of Europe's less important capitals. For M. de Hartwig had the lion's share in the work of forging the Balkan League, and he did not consider the mission of this league to have been wholly accomplished by the discomfiture and defeat of Turkey. He was an energetic apostle of Pan-Slavism in the Balkans, and whatever credit may be given to M. Venizelos or to King Ferdinand for creating the Balkan League there can be no doubt that the man who really inspired this Balkan alliance was Russia's Minister at the Court of King Peter.

M. de Hartwig carried on more resolutely the policy that had been previously pursued by M. Ignatieff, the Russian Ambassador at Constantinople, and by M. Nitrovo, the Russian Minister at Bucharest. The plan of M. Ignatieff was to encompass the destruction of European Turkey and the liberation of the Slavs from Ottoman domination in order to make them the helpless tools of Russian policy. M. Nitrovo converted the Russian Legation at Bucharest into a regular centre of conspiracy as soon as it became clear that the Bulgarians, who had been liberated by Russian arms, were not ready to follow the bidding of the St. Petersburg Cabinet.

The late Russian Minister at Belgrade had no feelings of hostility against Bulgaria. His plans were directed not merely towards the undoing of Turkey, but also to the undermining of Austria-Hungary. It is even believed that he wished to see the Balkan League engaged in an attack upon the Hapsburg monarchy before the attack upon Turkey. The dissolution of the League, therefore, before it had achieved the whole of its prescribed task, was a source of the keenest disappointment and displeasure to M. de Hartwig. The war of Serbia and Greece upon Bulgaria aroused in him the utmost indignation. To a friend whom he met last summer at Bad Nauheim, whither he went for the benefit of his failing heart, he said: "Oh, if you knew how much uneasiness, how much excitement this disgraceful war has caused me; if you only knew what it has cost me!"

But despite the disappointment, M. de Hartwig still cherished the scheme of an attack upon Austria, although it was obvious that Bulgaria would not be a party to such a design. He centred his hopes for the purpose upon Serbia, and it was for this reason that Russia showed Serbia more favour than it did Bulgaria in the questions resulting from the Balkan Wars. In a confidential conversation which M. de Hartwig had last summer with a friend at Nauheim, he said: "You will understand that we need a strong Serbia. After the Turkish question there comes the Austrian question. Serbia will be our best instrument. Bulgaria will receive Macedonia on the day on which Serbia will recover Bosnia-Herzegovina."

It was a favourite idea of M. de Hartwig, to mollify Bulgaria by giving her Macedonia, of which she had been deprived in the Allies' War. His sudden death in the Austrian Legation, coming so soon after the tragic end of the Archduke Franz Ferdinand, of whom he was a bitter opponent, seems like a stroke of fate. His departure from the scene should greatly facilitate the creation of better relations between Serbia and Austria-Hungary. —Globe.

## RAUB AUSTRALIAN GOLD MINING CO., LTD.

Manager's Progress Report for Four Weeks Ending July 18th, 1914.

The accompanying sheet of Mine Measurement and Assay returns shows a total of 332 ft. made up of 32 ft. sinking, 87 ft. driving, and 213 ft. crosscutting and compares with 432 ft. for the previous four weeks.

Bt. Koman Mine.  
340 ft. level, drive south on 40 ft. lode. This has been advanced 2 ft., making 47 ft. in all. The end contains a fine body of quartz for the full width. The value throughout has been low grade and work here is now suspended.

Drive south on the 250 ft. lode. To this has been added 10 ft., making a total of 32 ft. The lode 32 inches wide is worth 44 dwts.

Drive north on the 250 ft. lode. Here 6 ft. has been driven, which brings the total to 25 ft. The lode 37 ins. wide is worth 81 dwts. Crosscut west of shaft. This has been extended 21 ft., making a total of 26 ft.

740 ft. level drive south. This has been driven 10 ft., making a total of 283 ft. The lode 27 ins. wide is low grade.

Drive north. Here 9 ft. has been added, making a total of 186 ft. The lode 27 ins. assays 10.1-2 dwts. and maintains the improvement shown last month.

Drive south No. 1 winze. This has been sunk 18 ft., making total depth 70 ft. It shows nothing of value.

640 ft. level and drive south. To this has been added 12 ft., making a total of 369 ft. The lode 80 ins. wide is worth 10 dwts.

From No. 1 winze a crosscut has been put off 20 ft. east at a depth of 50 ft. Its object was to intersect the lode which the winze was supposed to develop but nothing has been struck. A crosscut is now being carried on west to strike the other lode. In the north drive 13 ft. of prospecting work has been done. 540 ft. level north No. 1 winze. This has been deepened 3 ft., making total depth 58 ft. So far this sinking has revealed nothing promising. It has now been stopped.

Stops. Above the 740 ft. level one stop, lode 101 inches wide worth 4 dwts.  
Above the 406 ft. level, three stops, lode 118 inches wide worth 44 dwts.

Above the 540 ft. level, one stop, lode 102 inches wide worth 3 dwts. Crosscutting for stop filling 81 ft.

Anderson Mine.  
380 ft. level drive north. This has been driven 17 ft., making a total of 396 ft. The lode 60 inches wide shows an improvement and now assays 7 dwts. 280 ft. level north. The No. 1 winze has been connected to the 380 ft. level, providing good ventilation and a useful stop. This winze was sunk in 1911 and has since been full with water.

180 ft. level north, east lode. This has been advanced 8 ft., making a total of 187 ft. The lode 60 inches wide gives an assay of 18 dwts.

Surface winze. This has been sunk 13 ft., making total depth of 138 ft. We hope to connect this with the under workings during the coming month.

Stops. Above the 380 ft. level, one stop, lode 78 inches wide worth 2 dwts.

Above the 260 ft. level, 2 stops, lode 60 inches wide worth 4 dwts.

Above the 180 ft. level, 2 stops, lode 80 inches wide worth 4 dwts.

Crosscutting for stop filling, 89 ft.

At the 340 ft. level station, the fixing of the new pump is nearing completion.

## ON SERVICE.

"Cannot get Away To-morrow."

The Robinson Piano Company sued A. R. Ellis, in the Summary Court, this morning, for the sum of \$22.70.

His Lordship asked if defendant were present?

Mr. Faithfull (for the plaintiff) said he was not.

His Lordship asked if there was any likelihood of his being in the Colony?

Mr. Faithfull said he was here to-day and gone to-morrow.

The interpreter informed the Court that the defendant was here in military service and could not leave the Garrison to-morrow (laughter.)

The case was ordered to stand over.

## BANKRUPTCY COURT.

Mr. G. A. Woodcock, sitting as Registrar, in the Bankruptcy Court, this afternoon, had the following cases before him for hearing:—

A. W. Costa, application for discharge.

Li Kin-tong, application for adjudication.

Hon Hing-cheung, application for adjudication.

J. J. dos Santos, application for adjudication.

Ling Hoi Hotel, hearing of petition.

Bee Lee Company, hearing of petition.

Jaismam Khan, application for adjudication.

Yuen On Firm, hearing of petition.

Li Pak, public examination.

Fong Tai, public examination.

completion. At the 640 ft. level, 540 ft. (cubic) of rock has been excavated making 1,080 in all.

Mill extension. The uprights, girders and roof, timber over the ore bin and battery part, are up. Fair progress is being made.

Milling Sheet for Four Weeks Ending 18th July 1914.

Bt. Koman. 40 stamps 26.12 days, lost time 1.88 days, due to daily clean-ups and repairs.

Stone crushed

Bt. Koman 1,920 tons.

Anderson 692 "

Bt. Hitam 71 "

Junction 65 "

2,748 tons.

Huntington Mill ran 22.7 days, lost time 5.3 days due to repairs.

ing bed plate 3 days, remainder usual.

"Surface ore crushed Bt. Hitam 1,144 tons. Junction 504. 1,648 tons.

Total ore crushed in Koman Mills 4,396 tons.

Stamp Mill 1,110 407 403.55

Huntington Mill 384 184 183.00

Grit Mills 68 24 23.00

Totals 1,542 615 609.55

Bt. Malacca 2 Huntington Mills ran 25.4 days, lost time 26 days, due to meal clean-ups and repairs.

Surface ore crushed Bt. Jeillie 1,952. Bt. Koman 2,340 equal to 3,748 tons.

Almagam collected 885 ozs producing 4.30 ozs. sponge yielding 446 ozs. smelted.

Average yield per ton Bt. Koman stamps 3.104 dwts.

Huntington Mill 2.220 dwts

Tuiling 770 "

Bt. Malacca H. Mill 2.444 "

Totals Stone crushed 3,044 tons

Almagam 2,427 ozs.

Smelted Gold 1,055 55 ozs.

Average yield 2.624 dwts

Assays 908.256

W. H. MARTIN.

General Manager.

## HOME NEWS.

Sir Denis Anson's Will.

Sir Denis George William Anson, described as of 2, Mitre Court-building, Temple, who was drowned in the Thames on July 3 after diving from a launch, has left property which is sworn at £100 so far as can at present be ascertained.

He died intestate, and letters of administration are granted to his sister, Mrs. Ella Frances Olive Crawford, of Dacie House, Bemburgh, Isle of Wight, his mother, Mrs. Agnes Jane Anson, having renounced administration.

Under the will of his uncle, Sir William Anson, M.P., proved a few days ago, he came into £8,000, a collection of medals, and a life interest in the very large family estates.

Mr. McKenna's Follies.

A suffragette attempt to stop Mr. McKenna as he left his house has failed completely. A party of women arrived at Mr. McKenna's house in Smith-square, Westminster, at 8 a.m., and divided up into two camps, one party watching the entrance in Smith-square and another patrolling the pavement outside the entrance in Dean Trent-street.

Several police officers were on duty.

After some hours a taxicab drove up to the entrance in Dean Trent-street at a moment when the women were not watching, and Mr. McKenna, his wife and secretary immediately stepped out, entered the cab, and drove off, without the women even being aware that he had left.

Test Mobilisation of the Fleet.

July 17.

Most of the vessels taking part in the great test mobilisation off Spithead are already at their moorings, and by six o'clock this evening the armada will be quite ready for inspection by the King.

During late afternoon and the evening yesterday the First, Second, Third, Fourth, Fifth, and Sixth Battle Squadrons, the First, Second, Third, and Fifth Battle Cruiser Squadrons, and the First Light Cruiser Squadron all steamed to their allotted positions.

This morning the First Fleet destroyer flotillas arrived at Spithead and anchored off the Isle of Wight. With the exception of a few cruisers, which reach the "Solent" early to-morrow, the mobilisation will to-night be complete, and everything in readiness for the inspection by the King.

Mr. Churchill paid a flying visit to Portsmouth last evening, and went back to London. He returned this afternoon to witness the arrival of the remainder of the Fleet, and will probably inspect the seaplanes at Calshot.

Mid Soldier Holds up a Battalion at Aldershot.

A wild scene has been enacted in a barracks at Aldershot occupied by a battalion of light infantry, a private of which regiment became demented and for some time held the entire battalion at bay with a loaded rifle and an open razor.

After breakfast, on July 17, he took his rifle from the rack and, declaring he would kill everybody in the room, deliberately loaded it.

There was at once a wild stampede of all occupants of the room, some climbing hastily out of the windows, for it was quite evident from the man's actions and utterances that he was grimly irresponsible.

He took up a position in a corner and declared he would shoot anyone coming into the room. The Adjutant and Sergeant-Major were communicated with, and both officers tried in vain to reason with the man, but so threatening was his demeanour that it was deemed advisable to leave him alone while steps were devised to deprive him of his weapons.

A medical officer from the ad-

joining barracks was summoned, but his efforts were of no avail, and then the camp fire brigade was summoned. They promptly arrived with a motor-engine.

The demented man was located from four different windows, and as many hose-pipes were led up to them. Lieut. A. Crook, the firemaster, directed operations, and at a whistle signal the engine was started.

Taken by surprise, the lunatic tried to get his rifle up to his shoulder, but was knocked over by the force of the water, the rifle going off and a bullet narrowly escaping the man's own head as he fell.

Men immediately rushed into the room, and the madman was secured and carried off to the Cambridge Hospital, where he is confined in the observation ward. It is thought the intense heat is responsible for his condition.

Superintendent Quinn to Retire. Superintendent Patrick Quinn has expressed his intention to retire at the end of the year from the position of Chief of the Special Branch of Scotland Yard.

With his retirement the Yard will lose its most famous detective. His experience in safeguarding the King and the Queen when they appear in public, in protecting visiting monarchs, and in dealing with foreign political criminals is unique. He has a wonderful memory for faces, and he is acquainted more than any man with the methods, movements, and identities of plotters against Royalty.

Whenever the King leaves England he is accompanied by Mr. Quinn, whose business it is, in conjunction with the police of the country which the monarch is visiting, to ensure the protection of his sovereignty.

Superintendent Quinn is the embodiment of caution and discretion. So unlike a detective is he in appearance that on Coronation Day as he was walking along the route in front of the troops and police, a constable, who did not know him, ordered him back into the crowd, and Mr. Quinn had to be identified by an inspector before he was allowed to proceed.

Echo of a Channel Collision.

Judgment was given in the Admiralty Court last month, in the claim and counter-claim for damages arising out of the collision between the Liverpool steamship Incemore and the North German Lloyd steamer Kaiser Wilhelm II. in the Channel, off the Isle of Wight, on June 17 last, during foggy weather.

Mr. Justice Baggallay Deane held that the Incemore made the mistake of "honestly" giving a signal that she was stopped in the water, when as a matter of fact she was not stopped, and that this misled those on the Kaiser Wilhelm II. and caused the collision. There was no doubt that after passing the Nab, and for some distance afterwards, the speed of the Kaiser Wilhelm II. was excessive, considering the weather.

"My own opinion," said his Lordship, "and the Elder Brethren agree with me, is that as far as the Kaiser Wilhelm II. is concerned, at or about the time of the collision or immediately before it, no blame can be attached to her for her manoeuvres. The only vessel to blame for the collision was the Incemore."

On the application of Mr. Badler Aspinall, K.C., the Judge granted a stay for a fortnight.

Carpenter's Offer.

July 17.

Georges Carpenter is not satisfied with the result of last night's contest at Olympia. He regrets that he was not allowed to win the championship on a clean, straight fight.

Carpenter bears practically no trace of his encounter.

In an interview to-day, M. Desamps, Carpenter's manager, said Carpenter was very sorry

## FAR EASTERN OLYMPIAD

The Meet in Shanghai.

Following is the programme of events of the Far Eastern Championship games and open international games to be held in Shanghai in October. This is the second Olympiad held in this connection, the previous one having been held in February last year at Manila. The programme is as follows:—

Saturday:—Official opening of the games, Parade of athletes. Preliminary events of the track and field sports, Baseball, Tennis, International walking team race.

Monday:—Baseball. Finals track and field sports, Tennis, Swimming, Modified Marathon.

Tuesday:—Baseball, Basketball, Football, Tennis, Swimming.

Wednesday:—Boy Scouts display and competition, Volley Ball, Bicycle Race, Tennis, Baseball.

Thursday:—Decathlon (first half) Basketball, Football, Tennis, Baseball.

Friday:—Decathlon (second half), Preliminaries of the open International Track and Field Games, Open swimming, Baseball.

Saturday:—Finals of the open International track and field sports, Finals of the open International swimming, Finals of the open International baseball, races, Finals of the open International tennis, Modified Marathon race, Walking relay race, 3 miles Bicycle race. Evening:—Presentation of prizes, trophies, etc.

P. and O. Liner Mishap.

Bombay, July 17. Owing to a breakdown in the engine-room in the Arabian Sea the P. and O. mail steamer Salsette, which was due here to-day, will not arrive until Sunday.

To-morrow's homeward mail, which was to have been taken by the Salsette, will consequently be delayed. It will be carried by the Moldavia, which will arrive from Colombo on Sunday.

that his opponent gave him the blow that put an end to the match. Had the referee allowed the fight to go on, M. Desamps declared, Carpenter would have won.

"The boy was absolutely certain of victory," he said. "He had Gunboat Smith beaten almost from the beginning. Carpenter himself wanted the fight to go on, but I thought the blow would have proved detrimental had the fight gone on. It knocked all the brilliancy out of the boy."

"Carpenter is quite ready, indeed, he is anxious to meet Gunboat Smith again. If Gunboat Smith wants a return match right away he is not up against the slightest difficulty."

"It is Carpenter's wish, as it is my wish, that the white champion of the world should retain his championship not by a mere fluke or disqualification but by the right of superiority of boxing."

Shamrock's Trans-Atlantic Voyage.

Shamrock IV, accompanied by the Erin, Sir Thomas Lipton's steam yacht, sailed from Gosport on July 18, and proceeded past the mobilised Fleet at Spithead, Southampton, attracting considerable attention from large crowds ashore and aloft.

The America Cup challenger was in ketch rig. She halted at Spithead to swing for the adjustment of compasses, and it was then decided that the yacht should return to Gosport.

Later in the day Shamrock IV, and the Erin, the latter being fitted with wireless apparatus, sailed from Gosport direct for Falmouth, the last port of call before crossing the Atlantic.







ISUAN is bottled at the Celebrated Health Springs of Los Banos, near Manila in the



Philippine Islands, ISUAN is reported by the bureau of science biological laboratory "to contain no micro-organisms of any kind."

# ISUAN

## AN ABSOLUTELY PURE MINERAL WATER

ISUAN flows from the deep recesses of mother earth at a temperature of 250° F: is bottled



under European supervision and is never touched by human hands. It is a sterile water.

NO OTHER NATURAL MINERAL WATER POSSESSES QUALITIES EQUAL TO THOSE OF

WHISKY  
ISUAN  
A  
PERFECT  
BLEND

# ISUAN

CONTAINS NO MICRO-ORGANISMS OF ANY KIND.  
SOLD IN  
SPLITS, PINTS AND QUARTS.

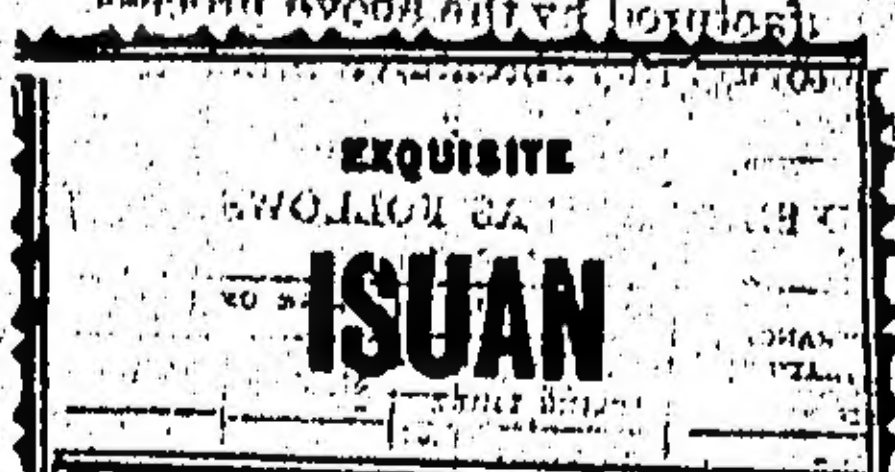
WHISKY  
ISUAN  
A  
PERFECT  
BLEND

SOLE AGENTS:

THE CHINA COMMERCIAL CO. 3, DUDELL ST. TEL. No. 1208

THE MOST DELICIOUS AND MOST PALATABLE WATER IN THE WORLD.

ISUAN in the first place has been boiled, by a natural process, and any harsh mineral elements that it may



Have contained originally are thus precipitated. This leaves the water as soft as rain, which is of the utmost importance.

THE FACT THAT THE WATER COMES FROM THE BOWELS OF THE EARTH SUFFICIENTLY HEATED TO RENDER IT STERILE MAKES IT AN UNUSUALLY SAFE WATER FROM A BACTERIOLOGICAL STANDPOINT.

# ISUAN

## AN ABSOLUTELY PURE MINERAL WATER.

The point of greatest importance lies in the fact that ISUAN contains in perfect solution the salts that



are natural in and essential to the human system. ISUAN mixed with syrups makes an excellent drink.



## Commercial.

## Tampico Oil Trade Stagnant.

Tampico, July 6. (via Laredo, Tex., July 7).—More oil tank steamers were reported idle here today than in many months. This is partly due to low prices of oil, which make exportation unprofitable, and partly as a result, it was said, against the action of Constitutionalists, who have continued to exact the tax intended to be applied to dredging, until the Panuco River's mouth has so filled up as to render difficult the passage of deep-laden steamers. Development and construction work in the Panuco oil fields is reported at a standstill. The companies were said to be preparing to recall their employees and suspend all work not necessary in caring for the storage of the present output of the wells. Lack of confidence in the situation is given as the cause. The visit of Gen. Carranza, which originally was set for to-day, apparently has been indefinitely postponed.

## July Rubber Outputs.

Messrs. Ibert and Co., Ltd., Shanghai, secretaries of the Gula-Kalampong Rubber Estates, Ltd., inform us that they are in receipt of the following telegram from their Penang agents:—

Output of dry rubber during July... 88,504 lbs. Shipped to London in July... 78,220

Coconuts... 144,743 nuts. Rainfall... 3 1/2 inches. We are informed by Messrs. J. A. Wattie and Co., Ltd., that the estimated outputs of dry rubber for the month of July from the undermentioned estates were as follows:—

Tebong Rubber and Tapioca Estate, Ltd. 28,600 lbs. Chempedak Rubber and Gambier Estate Ltd. 6,743

The general agent of the Maatschappij tot Mijne-Beschouwing en Landbouweexploitatie in Langkat has received a telegram from the manager in Sumatra that the estimated output of dry rubber for the month of July is 18,382.

## PUBLIC COMPANIES

"TINCANC" (Wrecked) SHIPPERS and Underwriters interested in the cargo of this steamer are requested to communicate with the Underwriter within three months from date.

GILMAN & Co. Lloyd's Agents

THE HONGKONG, CANTON & AMOY STEAMSHIP CO., LTD. NOTICE TO SHAREHOLDERS IN INTERIM DIVIDEND OF FIFTY CENTS per share for the Six Months ending 30th June, 1914 will be PAYABLE on FRIDAY, 14th AUGUST, 1914, which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on Tuesday 4th August to Friday 14th August (both days inclusive), during which period no transfer of Shares can be Registered.

By order of the Board of Directors, JOHN ARNOLD, Acting Secretary, Hong Kong, 28th July, 1914.

## NOTICES

## PEAK CLUB.

The Band will play as usual in the grounds on Saturday next, 15th instant. It will be a collection of music will be performed in the B-1 Room.

ENTERTAINMENT COMMITTEE. Hong Kong, August 12th, 1914.

## TO PARENTS.

JOSEPH'S COLLEGE, MACAO. BOARD. Lodging & Education at most moderate terms. English, Chinese, French, etc. complete commercial course in English. Opens 1st September. RECTOR.

## NOTICE

We have closed our Retail Business until further notice. BLACKHEAD & Co.

## NOTICE

## ANNOUNCEMENT.

## THE LIVERPOOL &amp; LONDON &amp; GLOBE INSURANCE CO., LTD.

Assets £13,833,482: 12: 4d.

THE Management of the Company's Representation in Hong Kong has from to-day been taken over by me and the interests of the Company will thus be entirely under British control.

H. S. PLAYFAIR.

Hong Kong, 10th August, 1914.

## PUBLIC COMPANIES

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

## NOTICE OF ORDINARY AND EXTRAORDINARY MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hong Kong, on SATURDAY, the 22nd day of August, 1914, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914, (both days inclusive) during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at Noon or so soon afterwards as the Ordinary Half-Yearly Meeting shall be concluded an Extraordinary Meeting of the Shareholders in this Corporation will be held when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

(1) That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hong Kong supplemental to the Hongkong and Shanghai Bank Ordinance 1866, and the enactment of the same by the Governor of Hong Kong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of the Hong Kong and Shanghai Bank Ordinance 1866, hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the amendment above referred to:—The deletion from Section 20 of the said Ordinance of the words, "to take and accept any lands, houses, or other real or personal property in satisfaction, liquidation, or payment of any debt absolutely and bona fide previously due and owing to the Company, and also to take any Mortgage or other lien or charge on real or personal property as a security for any monies actually and bona fide previously due to the Company or for which any person may have rendered himself liable to the Company, and to hold such lands, houses and other real and personal property respectively for such reasonable time as may be necessary for selling and disposing of and converting the same into money, and the substitution therefor of the following words:—"To take, accept, enforce, release, realise, or deal with any security now held or which may hereafter be held by the Company, for any monies owing or to become owing to the Company, or for any liabilities incurred or to be incurred towards or by the Company by way of mortgage, pledge, hypothecation, deposit or otherwise howsoever of every kind of property or rights."

(2) That the Deed of Settlement of the Company be altered in manner following:—(a) That the following words be struck out of lines two and three of Article 56, namely, the words "for not

exceeding fifteen days before and seven days after every ordinary Meeting" and that the following words be adopted and substituted therefor; namely: "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:

ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called 'Ordinary Meetings.'"

ARTICLE 78.—"All other General Meetings shall be called 'Extraordinary Meetings.'"

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders such interim dividends as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-year ending the 30th June and the 31st December, shall make a general Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a General."

(h) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and 31st day of December" be struck out of lines 176 and 177 and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

Should the Second Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened. By Order of the Court of Directors, A. G. STEPHEN, Acting Chief Manager, Hong Kong, 21st July, 1914.

## BANKS

## INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.  
London Office—10, Abchurch Lane, E.C.

## BRANCHES:

Bombay, Calcutta, Canton, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus... Gold \$10,000,000  
RESERVE FUNDS: Sterling £1,500,000 at 2/-; \$15,000,000; Silver \$17,650,000  
\$32,850,000  
Reserve Liability: Proprietors \$15,000,000  
COURT OF DIRECTORS: Hon. Mr. D. Landale, Chairman, W. J. Pattenden, Esq., Deputy Chairman, S. H. Doddwell, Esq., G. T. M. Edkins, Esq., O. S. Gubbay, Esq., P. H. Holyoak, Esq., J. A. Plummer, Esq., Hon. Mr. E. Shellin.

CHIEF MANAGER: Hong Kong—N. J. Stabb  
ACTING MANAGER: Shanghai—J. D. Smart, London Bankers—London County and Westminster Limited.

## THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.  
Authorised Capital Yen 43,000,000  
Paid-up Capital... 30,000,000  
Reserve Fund... 18,900,000

## Head Office.—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Harbin, Hong Kong, Kobe, Lyons, Manila, Peking, Shanghai, Tientsin, Yokohama.  
Interest Allowed on Current Accounts. Deposits received for fixed periods at rates to be ascertained on application.

ENSHONO, Manager.  
Hong Kong, 6th April, 1913.

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.  
Paid-up Capital... £1,200,000  
Reserve Fund... £1,800,000  
Reserve Liability of Proprietors... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.  
Hong Kong, 11th April, 1912.

## NOTICES

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up... \$1,250,000.)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.  
Hong Kong, 19th March, 1908.

## PEAK TRAMWAY CO. LIMITED.

## TIME TABLE.

WEEK DAYS.  
1.00 A.M. to 1.00 A.M. Every 15 Min.  
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NIGHT CARS.  
8.00 P.M. and 9.00 P.M. to 10.00 P.M. every half hour.  
10.00 P.M. to 11.00 P.M. every quarter of an hour.

SUNDAYS.  
7.00 A.M. to 10.00 A.M. Every 15 Min.  
10.00 A.M. to 12.00 P.M. Every 15 Min.  
12.00 P.M. to 1.00 P.M. Every 15 Min.  
1.00 P.M. to 2.00 P.M. Every 15 Min.  
2.00 P.M. to 3.00 P.M. Every 15 Min.  
3.00 P.M. to 4.00 P.M. Every 15 Min.  
4.00 P.M. to 5.00 P.M. Every 15 Min.  
5.00 P.M. to 6.00 P.M. Every 15 Min.  
6.00 P.M. to 7.00 P.M. Every 15 Min.

NIGHT CARS.  
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## BANKS

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

Head Office—60, Wall Street, New York.  
London Office—10, Abchurch Lane, E.C.

Bombay, Calcutta, Canton, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

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RESERVE FUNDS: Sterling £1,500,000 at 2/-; \$15,000,000; Silver \$17,650,000  
\$32,850,000  
Reserve Liability: Proprietors \$15,000,000  
COURT OF DIRECTORS: Hon. Mr. D. Landale, Chairman, W. J. Pattenden, Esq., Deputy Chairman, S. H. Doddwell, Esq., G. T. M. Edkins, Esq., O. S. Gubbay, Esq., P. H. Holyoak, Esq., J. A. Plummer, Esq., Hon. Mr. E. Shellin.

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Reserve Fund... 18,900,000

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Hong Kong, 6th April, 1913.

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Hong Kong, 19th March, 1908.

## PEAK TRAMWAY CO. LIMITED.

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8.00 P.M. and 9.00 P.M. to 10.00 P.M. every half hour.  
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10.00 A.M. to 12.00 P.M. Every 15 Min.  
12.00 P.M. to 1.00 P.M. Every 15 Min.  
1.00 P.M. to 2.00 P.M. Every 15 Min.  
2.00 P.M. to 3.00 P.M. Every 15 Min.  
3.00 P.M. to 4.00 P.M. Every 15 Min.  
4.00 P.M. to 5.00 P.M. Every 15 Min.  
5.00 P.M. to 6.00 P.M. Every 15 Min.  
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## EXCHANGE

Selling	Buying
T/T Demand... 1/10 5/16	T/T Demand Germany... Nom.
30 d/s... 1/10 3/8	D/D France... 6 3/4 p.m.
60 d/s... 1/10 7/16	On Haiphong... 6 1/2
4 m/s... 1/10 1/2	On Bangkok... 83
D/D Shanghai... 75	Buying:
Private 30 d/s sight	4 m/s L/C... 1/11 1/4
D/D Singapore... 79 1/2	4 m/s D/P... 1/11 3/8
D/D Japan... 90 3/4	6 m/s L/C... 1/11 5/8
T/T India... 139	30 d/s Sney & M... 1/11 1/2
Demand India... 139	30 d/s San Fco & N.Y.
T/T Bombay... 139	4 m/s Marks... 1/11 1/4
Demand Bombay... 139	4 m/s France... 1/11 1/4
T/T Calcutta... 139	4 m/s do... 1/11 1/4
Demand Calcutta... 139	Gold Leaf per tael... \$58.40
Demand Manila... 91	Sovereign... 10.40 Nom.
T/T San Fco & N.Y.	Bar Silver ready... 26 3/4
Demand New York 45 1/4	forward
D/D Java... 112 1/4	Bank of England rate

Subsidiary Coins.	Opium Quotations.
Discount per \$100:	July 17
Chinese... 20 cts. pieces \$11	Malwa New... \$3.300 per p.
Chinese... 10... \$12	Malwa Old... \$3.300
Hongkong 20... \$ 7 1/2	Patna New... 9.325 per che
Hongkong 10... \$ 8 1/4	Patna Old... 9.100
	Benares New... 9.050
	Benares Old... 8.825

## TO-DAY'S SHARE REPORT.

STOCKS & PAID UP VALUE.	CLOSING QUOTATION.	LAST DIVIDEND AND DATE.
HONGKONG & SHANGHAI \$125	{ \$85 1/2 Nominal } { \$84 1/2 }	\$2 & 5/- b. at ex 1/11 3/16 equal to \$23.29 for 1/2 year ending 31/12/13
CANTONS \$50	317 1/2	Final of \$3 a/c 1912. Interim of \$18 a/c 1913
NORTH CHINA \$5	T142	Final of 10 p.c. making 20 p.c. for 1912
UNIONS \$100	\$735	Final of \$20 making \$50 for 1912 and Interim of \$30 for 1913
YANGTSES \$250	\$194	Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
CHINA FIRES \$20	\$155	\$10 for 1912
HONGKONG FIRES \$50	\$398	\$27 for 1912
CHINA & MANILAS \$25	\$8 1/2	\$1 for 1906
DOUGLAS STEAMSHIP \$50	\$31	\$2.50 for year end g'30'8'13
STEAMBOATS \$15	\$27 1/2	Final of \$1 for half year ending 31/12/13
INDO-CHINA (Preferred)	\$5	\$3 % Interim a/c year 1913 on preferred shares
INDO-CHINA (Deferred)	\$5	Final of 5/- making 7/- for 1913 Coupon No. 22.
"Shell" Transports \$1	\$21	
"Star Ferry" \$10	\$46	\$1.70 per share and bonus of 30 cents per share for year ending 30'4'13
CHINA SUGARS \$100	\$77 1/2	\$3 for 1912
LUNSON SUGARS \$100	\$28	\$3 for 1897
CHINESE ENGINEERS \$1	\$37 1/2	Interim of 5 % Coupon No. 3 amount of year ending 10'6'14.
TRONOLS \$1	\$26 3/8	Int. of 1/6 mak. 7/6 a/c 1913 1/2 for 1909
RAUBS \$1	\$3	\$3.50 for year 1913
DOCKS, WHARVES, & GODOWNS \$50	\$85 1/2	\$3 for 1913
H.K. & W'POA DOCKS \$50	\$63	Tls. 3 for 1912
SHANGHAI DOCKS T. 100	T. 55	Interim of Tls 3 for 1913
HONGKOW WHARFS T. 100	T. 91	Tls. 6 2/2'10
LANDS, HOTELS & BUILDINGS \$100	T. 94	First year
H'KONG CENTRAL E'ES \$100	\$103	\$7 on old shares, \$3.50 on new shares for year 31'12'13
HONGKONG HOTELS \$50	\$128	\$3 1/2 for 1/2 year ending 30'6'14
HONGKONG LANDS \$100	\$116	50 cents for 1913
HUMPHREYS ESTATES \$10	\$72	\$2.80 for 1913
KOWLOON LANDS \$30	\$44	Interim of 5 p.c. for year ending 30'6'13 \$2.00 for 1/2 year ending 30'6'14
SHANGHAI LANDS T. 30	T. 92	15 per cent. for 1910
WEST POINT \$50	\$71	Tls. 15 for year ending 31'10'13
MANILA M'POLE HOTEL P.10	P. 8	Tls. 10 for year ending 30'6'13
EWOS T. 50	T. 137	Tls. 12 for year end g'31'12'12
SHANGHAI COTTONS	T. 123	Tls. 1 1/2 for year ending 30'11'13
LAOU KUNG MOW	T. 84	50 cents \$1.708
KUNG YIK	T. 12 1/4	\$1.20 for 1913
HONGKONG COTTONS \$10	\$72 1/2	70 cents for 1913
MISCELLANEOUS \$10	\$11	\$1.30 for year end g'31'7'13
CHINA BORNEOS \$12	\$4.90	40 cents for 1911
LIGHT AND POWERS \$10	\$8 1/2	\$1.80 per share for 1913
DO. (Spec. shares) \$1	\$8 1/2	Interim of \$2 1/2 a/c 1914
CHINA PROVIDENTS \$10	\$38	\$2 for 1913
DAIRY FARMS \$6	\$6.60	(Interim of Tls. 1 making Tls. 2 a/c 1913
GREEN ISLANDS \$10	\$43	None
HONGKONG ELECTRICS \$10	\$215	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30'4'14
HONGKONG ICE \$25	\$25	Final of 6d. making 7d. per share for 1913.
HONGKONG ROPES \$10	\$25	None
LANGKATS \$10	T. 48	\$1.50 for 1910
MORNING POST \$25	\$29	None
PEAK TRAMWAY \$10	\$10	20 per cent. per ordinary share for year ended 31'5'1912



